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have moved from 35 Fort St. to
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The Daily Colonist.

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VOL. LXXXI--NO. 101

VICTORIA B. C. THURSDAY OCTOBER 5 1899

FORTY-SECOND YEAR

DIAMONDS SILVERWARE

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HUDSON'S BAY COMP'Y
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Morgan's Eastern Oysters
ALWAYS FRESH.....
AND RELIABLE.
DIXIE H. ROSS & CO.

FURNITURE,
Works of art, articles of vertu, etc., may be sent in to my salesrooms at any time for public sale, upon which I will make cash advances, or I will, if more convenient, buy them for cash. I will attend at any address for the purpose of receiving instructions for an auction sale.
HERBERT CUTHBERT,
Leading Auctioneer.
Salesrooms: 37 and 39 Langley St., Opp. Law Courts; Office 17 Truncheon Avenue; Telephone 683.

CUSTOMS SALE.
I am instructed by A. R. Milne, Esq., C. M. C., Collector of Customs, to sell at public auction at the appraiser's bonded warehouse, Customs building, Victoria,
Monday, October 9 at 11 a.m.
Abandoned, Seized and Unclaimed Goods
Including 826 CASES OF SCOTCH WHISKY, WINE-MAKING MACHINERY, and a LARGE ASSORTMENT OF GENERAL MERCHANDISE. Whiskey will be sold in bond and offered in two lots. Samples can be seen at my office any day prior to the sale. Wine-making machinery to be seen at the outer wharf.
Terms: Cash.
WM. T. HARDAKER,
Auctioneer.

FOR SAINT MICHAEL'S
—THE—
SS. ALPHA
Will Leave Vancouver
ON SUNDAY, OCTOBER 8th,
For St. Michaels, last chance this season. For freight and passenger rates apply A. H. B. MCGOWAN, Cambie street, Vancouver; or J. D. WARREN, Manager, 30 Fort street.
The company reserve the right of changing this time table at any time without notification.

Hay! Hay!!
Just received, a fine lot of new Island Hay, Timothy and Clover, at
SYLVESTER FEED CO., LD.,
Telephone 413. City Market.

Come Along Everybody
-----WITH YOUR-----
*** FREIGHT FOR DAWSON ***
We are open to receive freight for Dawson and way ports. We have carried most of the freight to Dawson this year, and without any accidents. We will ship freight from Lake Bennett until October 15th, and possibly later. We get the goods through and in good shape. Call and see us before booking elsewhere. It will pay you. All sizes of scows, barges and boats for sale at our Lake Bennett Mills.
The Victoria-Yukon Trading Co., Ltd.
Head Office: 34 Broad Street. Mill: At Lake Bennett. Stores, Etc.: At Dawson.

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Ex Langdale and other ships.
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In stock and made to order, AT LOWEST PRICES.
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STRAIGHT CUT CIGARETTES
MANUFACTURED BY
B. Houde & Co., Quebec.
Are Better Than The Best.
Wholesale at B.C. Jobbing Co., 31 Store St. Victoria

Excursion to Duncans.
Sunday, Oct. 8
Band Concert by Fifth Regiment Band.
A specially prepared programme of new, sacred and popular music will be rendered.
Trains Leave Victoria at 9:00 a. m. and 2:00 p. m.
Fare: for the round trip, only 50c.
Bicycles Carried Free.
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Traffic Manager, E. & N. R.Y.

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Buy
NOBLE FIVE
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WINNIPEG
For a Quick Rise
A. W. MORE & Co.,
Stock Brokers
86 Government Street.

Yachting
Theorists.
Agree That Cup Contestants
Are Too Evenly Matched
for Prediction.
Surprise That Shamrock Held--
Yacht Thought Invincible
in Light Airs.
Lipton Wants Good Breeze for
Real Test of Relative
Speed.

By Associated Press.
New York, Oct. 4.—The off-racing day was a busy one after all on the two cup races. Mr. Iselin and Sir Thomas Lipton, however, employed their hours in different ways.
On the Columbia a lot of work was put in. The breeze was good from the southwest to west, too good, Mr. Iselin must have thought, to waste, for he made sail on his boat while it was at its best and went outside. There he tried a new topsail, the fit of which seemed better than the one used on the day of the race. He did not keep his men very long at the task, however, and they were brought in by the St. Michael's which lay within sight of the Hook. There were not many things to be attended to on the Columbia, as a racing craft she is near perfection.
Mr. Iselin remarked to an Associated Press representative to-day: "The Shamrock is a fast yacht, but I do not care to express any opinion on the result of the races. I was particularly pleased with the way the Shamrock fleet behaved. We were not bothered at any stage of the race."
Sir Thomas Lipton is not worrying over the race one bit. On the contrary when seen this evening he felt confident that his craft would give a good account of herself no matter what kind of a breeze was blowing. Sir Thomas did not care to make any statement about tomorrow's race except that the Shamrock would carry exactly the same sails as she did in yesterday's race and that her crew would do their best to cross the finish line first. The English challenger is in the best condition for the coming race.
"Sandy," the Columbia's mascot, is the same yellow dog that helped to pilot the Defender to victory. He is well fed, sleek looking and carefully guarded by the steward. The crew to a man feel that "Sandy" is indispensable to the success of the Bristol boat.
Skipper Charlie Barr is not worried a bit about the result of the races. He sticks to his original assertion that the Columbia is the fastest single sticker afloat and that in windward or any other work she is more than a match for the Shamrock. Sir Thomas Lipton says he wants a good breeze, however, so that the relative speed of the defender and the challenger can be thoroughly demonstrated. He had just returned from a visit to the Shamrock late this afternoon when seen by the Associated Press representative. Sir Thomas spoke about his sail on the grand old schooner yacht America, "the boat that caused all the trouble," to quote him exactly. He says he had a splendid sail around the bay for about two hours and that from the speed the old boat made in the stiff southwesterly breeze he did not wonder that she had "bluffed" the cup on the other side nearly fifty years ago.
Sir Thomas received hundreds of cablegrams to-day from all parts of the world congratulating him on the splendid showing his boat made in a light air against the defender. One of them thus: "Tommy don't make room for your Uncle."
Referring to yesterday's race, the Tribune says editorially: Sir Thomas Lipton has the pleasure of bringing over a yacht to America that has done better in sailing in light weather against a cup defender than any racer that ever visited our harbor. The Columbia is practically the offspring of the former Defender, and the latter boat has systematically beaten the far-famed racing machine of 1855.
"The Columbia is an exceedingly fast boat. Yesterday the challenger sailed almost a full thirty mile course against the Columbia and finished ahead. The mere fact that the Shamrock was able to hold the Columbia all day in the defender's own wind should call forth the heartiest congratulations to the owner and designer of the boat and to the Royal Ulster Yacht Club, whose representative she is.
"The Shamrock is a wonderful vessel. Too much stress will not be placed on the fact that in the alternation of luck she happened to finish first. Luck varied greatly yesterday. The two boats exchanged the lead several times. The real cause of the contestation which is here extended to Sir Thomas Lipton, is that he sailed all day on practically even terms against the yacht that Americans have been led to regard as almost invincible in light airs. Yesterday's race on a "Columbia day" is sufficient proof, therefore, that the Shamrock has a brilliant future before her. She may not take the cup, but she will certainly come nearer to capturing it than has any other challenger."

LADIES:—
We have something good in Scissors and Shears (warranted)
CENTLEMEN:—
Our Razors and Shaving Materials are guaranteed. Full instructions given as how to use it.
Fox's 78 Gov't St.

TRADERS IN SILVERWARE.
Albany, N. Y., Oct. 4.—The Niagara Silver Co., of Niagara Falls, to manufacture, purchase and sell silverware, silver-plate ware and goods and wares of other metals, with \$600,000 capital, was incorporated here to-day. The directors are James L. Morrison and Samuel J. Moore, of Toronto; William A. Jameson, of Niagara; R. Lee and William Carlyle, of Buffalo.
DEWEY TAKES HOLIDAY.
Washington, Oct. 4.—Secretary Long to-day issued an order to Admiral Dewey, detaching him from the Olympia and directing him to haul down his flag. This action was taken at the request of Dewey, who desired to be relieved of the responsibility of taking the vessel to Boston, where she will be extensively repaired at the navy yard.
HIS CONSCIENCE EASY.
Paris, Oct. 4.—M. Charvay, one of the handwriting experts who gave testimony in favor of Dreyfus at the Rennes court-martial, is dead.

WORRYING AMERICANS.
Insurgents Re-occupy Posts Recently Abandoned—Didn't Want the Captured Gunboat.
Manila, Oct. 4.—Rear-Admiral Watson announces the recovery of the United States gunboat Urdaneta, which was captured and beached by the insurgents after a fierce fight near Orani, on the Orani river, where it had been blockading under Cadet Welborn G. Wood. The expedition was entirely successful, the Americans suffering no casualties.
Several hundred insurgents have re-occupied Porac, which was captured by Gen. MacArthur on September 23 and evacuated by the Americans the following day. The insurgent forces are also reported moving towards Mexico, southward of Angeles. The object of the double movement is apparently to get behind the American garrison on both sides of the Manila railway.

EARLY DATE FOR
THANKSGIVING.
Washington Not Copied This
Time—No Troops for Africa
—Annual Drill.

From Our Own Correspondent.
Ottawa, Oct. 4.—The government has yielded to the representations of the newspapers and fixed Thanksgiving Day for Thursday, October 19. The uncertainty prevailing in reference to the date of Thanksgiving in the United States contributed somewhat to this decision. It is not yet settled whether Thanksgiving Day in the States will be November 23 or 30.
Sir Wilfrid Laurier's announcement that there will be no Canadian contingent for South Africa has created great disappointment.
Mr. Menier, proprietor of Anticosti island, wants to get bees to raise honey on the island, but his request is laughed at here.
The Soulanges canal will be formally opened on Saturday.
The population of Ottawa is now stated at 56,002, an increase of 1,610 in a year.
For the drill season 1899-1900 the following corps in British Columbia are formally authorized to drill as usual at local headquarters and receive 12 days pay: Fifth artillery, Victoria; Sixth rifles, Vancouver; Rossland, Nelson, Revelstoke, Kaslo and Kamloops rifle companies.
A. J. Baxter, late of the Citizen staff, was given a farewell supper to-night by journalistic friends, previous to his departure for Vancouver, where he has accepted a position on the staff of the World.

MACHINISTS' STRIKE.
Four Hundred Quit Work For C. P. R.
Because of Winnipeg Grievance.
From Our Own Correspondent.
Vancouver, Oct. 4.—Local machinists of the C. P. R. "walked out" to-day in sympathy with the Winnipeg strikers. The Winnipeg machinists claim that their wages have been gradually reduced when there is no necessity for it, and that they laid their grievance before the advisory labor board, who advised the strike and promised their support. In sympathy with the Winnipeg machinists all the machinists on the system went out, an aggregate of about 400 workers. Unless the strike ends in two or three days, matters will assume a serious aspect.

LIKE ANOTHER MERCIER.
Paris, Oct. 4.—The Petite Republique says that reports which have been received at the war office regarding the expenditures of the Madagascar expedition reveal grave irregularities on the part of Gen. Mercier.
WINSTON CRICKETERS.
New York, Oct. 4.—Prince Ranjitsinhji's team of cricketers began a game against 16 New Yorkers on Staten Island to-day. The Prince, who contracted a heavy cold at the game in Philadelphia, was unable to take part in the match, and in his absence A. C. MacLennan acted as captain of the Englishmen. New York's total was 149. When stumps were drawn for the day the Englishmen had 173 for the loss of three wickets.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.
Fine line of suitable Wedding Presents at Weller Bros. Latest novelties.

NEW LIGHT and
BETWEEN THE ACTS
ALL TOBACCO CIGARETTES
10c.—PER PACKET OF TEN—10c.
Harry L. Salmon,
VICTORIA, B.C.
"THE CORNER."

40,000 Men
£8,000,000
Provision Made by British War
Board for Service in
South Africa.
Precaution Taken to Maintain
the Troops' Highway
Through Natal.
Rumor That Boers May Yet
Submit Without Shed-
ding of Blood.

By Associated Press.
London, Oct. 4.—The most interesting announcement in connection with the Transvaal crisis to-day is that the chancellor of the exchequer, Sir Michael Hicks-Beach, has already sanctioned the provisional expenditure of £8,000,000, and the government will not exceed that limit without authority from parliament, which will be asked to vote a sum not exceeding £8,000,000.
A meeting of the war board to-day discussed and drew up arrangements to insure the safety of the route from Durban to Laing's Nek, so that large bodies of troops may on disembarking be rapidly forwarded up the country to the front without confusion or crowding at the base.
It is stated to-night that the war board has decided that the corps for service in South Africa shall be far larger than originally estimated, and that it now consists of 40,000 men.

LIBERAL SUPPORT.
London, Oct. 4.—A meeting of Liberal members of the House of Commons, including several former members of Liberal cabinets, was held this morning at the private residence of the leader of the Liberal opposition in the House of Commons, Sir Henry Campbell-Bannerman. The subject under consideration was the government's South African policy, and the meeting resolved to support the government on the re-assembling of parliament, even at the expense of placing the present official leaders of the Liberal party in conflict with their former colleagues, Sir William Vernon Harcourt and Mr. John Morley.

SUGGESTED SOLUTION.
London, Oct. 4.—Mr. Gavin Brown Clark, Liberal member of parliament for Caithness, who telegraphed to Pretoria portions of the speech delivered last Saturday at Manchester by the Lord President of the Council, the Duke of Devonshire, which Mr. Clark thought offered an opening for a pacific settlement, has received the following reply from Pretoria, under date of October 3: "The government of the South African Republic are gratified to learn that powerful influences were at work to secure a peaceful settlement. Considering, however, the manner in which their five-year franchise proposals were rejected, after the government had every reason to believe that these would be accepted; considering also the abandonment of the joint commission proposed by Great Britain, as well as the declaration that the British government regarded all former proposals as abandoned and are formulating fresh proposals, the government of the South African Republic do not feel at liberty themselves to re-formulate the rejected proposals.
"If the desire for peace be earnest and sincere, an excellent opening is afforded by the Transvaal's acceptance of a joint commission, a proposition emanating from the British government, which, if carried out, would undoubtedly bring satisfactory and honorable settlement."

BOERS MAY NOT FIGHT.
London, Oct. 4.—Late advices from Capetown this afternoon indicate a widespread impression there that unless the Boers begin hostilities by Thursday, they will not fight, but will yield to the Imperial demands when formulated.
It is rumored there that the Boers are withdrawing from the Natal border owing to lack of forage.
A London news agency publishes the following despatch from Volksrust, Transvaal, dated October 3: "An unconfirmed report is in circulation here that the time allowed the British troops to withdraw from the Transvaal border will expire at 4 o'clock to-morrow afternoon, and that failure to comply with the demands will be considered tantamount to a declaration of war. The British foreign office at London assured the Associated Press that absolutely nothing was known there of any Transvaal demand for the withdrawal of the British troops from the frontier.
"It is Monteague Whitley, consul-general of the South African Republic in London, informed the Associated Press this afternoon that the Transvaal and the (Continued on Second Page.)

Arbitrators Compromised

Were Far From Being of One
Mind on Venezuela
Boundary.

Present Disorders in Venezuela
a Factor Influencing
the Decision.

By Associated Press.

Paris, Oct. 4.—A representative of the Associated Press had a conversation this evening with Justice Brewer of the United States Supreme court, regarding the award of the Anglo-Venezuelan arbitration tribunal, by which it appears that the deliberations of the court did not proceed smoothly and with the spontaneous unanimity of approval that the award would lead one to believe. Justice Brewer in reply to a question said: "Until the last moment I believed a decision would be quite impossible, and it was by the greatest conciliation and mutual concessions that a compromise was arrived at. If any of us had been asked to have given an award, each would have given one differing in extent and character. The consequence of this was that we had to adjust one of the views and finally draw a line running between what each thought right."

Being asked whether political considerations influenced the award, he said he could not admit that, as such an admission would reflect on the judges, but there was no doubt that the present insurrection in Venezuela and the consequent feeling of instability wrought to a certain extent in the balance.

Unwilling War For Many Boers

(Continued From First Page.)

Orange Free State some days ago decided to present a joint demand to Great Britain to withdraw her troops from the frontier, but he asserts that he advised against its presentation, and so far as he knows the demand has never reached the British foreign office.

EXPULSION OF BRITISHERS.

London, Oct. 4.—A special despatch from Johannesburg says the Boer officials there continue to urge the British subjects who remain to leave at once. It is believed that all who do not will be marched under escort along the railroad until a train is reached to carry them off.

Orders have been issued from Pretoria closing all the saloons in the gold fields. The Transvaal government has taken over the Ferreira mines and all the mines in the gold fields. A group of five of the Bekestein mines have been closed.

TROOPS ARRIVING.

Additional transports with troops from India arrived this morning at Durban, Natal, and will proceed to the front immediately.

The Cape house of assembly last evening agreed to a motion to instruct the Cape government to demand the speedy return to Cape Colony of any and all rolling stock now in the Orange Free State or the Transvaal.

KRUGER'S DEFIANCE.

London, Oct. 5.—The Press Association learns that the despatch drawn up by the cabinet on Friday was still unsent up to this evening. On the other hand a telegram to the British government from a well informed source gives the news that Dr. Leyds, the representative in Europe of the South African republic, has received a confirmation of the report that President Kruger has addressed an ultimatum to Great Britain demanding the withdrawal of the British troops from the South African frontier within 48 hours, and that it will be delivered on Monday. This report, however, still lacks official confirmation.

BRITISH NOT UNEASY.

London, Oct. 5.—The confidence of the military authorities at the Cape is shown in a message received which states that at a conference held to consider the situation General White expressed himself that the British would be able to put forward a force sufficient to repel any attack.

Gen. White, who intended to go to Durban on a warship in order to save time, has now abandoned the idea and will now go by train to-night.

A line steamer left Lorenzo Marquez, Delagoa Bay, to-day with 1,200 Rand

refugees. Large numbers were left behind and all trains are crowded with this taking part in the exodus from the Transvaal.

THE BOER CAMP.

A despatch from Volksrust says that the Boer camp on the Onk border now comprises 8,000 men and is growing daily. The camp breathes with righteous fervor. One of the largest corps lay in the void without shelter during a heavy thunderstorm.

Commandant General Joubert is momentarily expected to assume command of the Boer forces.

AN OPTIMIST.

Pretoria, Oct. 5.—Mr. J. M. A. Wolmarans, one of the non-official members of the executive council, says he hopes that when the general re-assembly they will be without a convention and will be a free people. God, he declares, has often used the English to bring the burghers back to the faith of their fathers. In the course of his speech he exclaimed: "England has refused everything, even arbitration."

ROBBERY BY AUTHORITY.

London, Oct. 5.—A special despatch from Pretoria says the Transvaal government has seized gold to the value of £800,000 which is now lodged in the state mint. The government, the despatch adds, will send the gold to the bank to which the gold is consigned.

FORCES FOR NATAL.

London, Oct. 5.—The Daily Mail's correspondent at Lorenzo Marquez reports that H. M. S. Philomel has gone to Durban for the purpose of landing 100 men and a gun. Commenting editorially on the foregoing despatch the Daily Mail says it considers that the action reported indicates grave danger. The admiralty, says the Daily Mail, would not countenance such a measure except in circumstances of unusual emergency and it thinks it probable that other British warships are converging silently upon the theatre of action.

STILL NEGOTIATING.

London, Oct. 5.—The Daily Chronicle's correspondent at Capetown telegraphing under date of Tuesday says: "For the first time in several months Mr. J. H. Hofmeyr, the Afrikaner leader in Cape Colony, and Sir Alfred Milner, commissioner for South Africa and governor of the colony, met in conference. An unconfirmed report is in circulation that Mr. Hofmeyr has been entrusted with an Imperial mission to Pretoria."

THE BOER COMMANDANT.

London, Oct. 5.—The following was received here to-day from the correspondent of the Daily Mail, dated Majuba Hill, Tuesday: "I have just crossed the frontier in a truck which was placed at my disposal by Commandant General Joubert, who reached the frontier to-day and is staying in the main Boer camp on the Sand river. I had a long talk with General Joubert in the train. He said he deeply regretted the impending war, which he had done his utmost to avoid. He wonders that Queen Victoria never answered the letter he addressed to her on the situation. I notice everywhere a general disposition to appeal to the Queen and the patriotic belief that she will stop the war."

"General Joubert still believes in a South African confederacy under English protectorate, and attributes the present crisis to Cecil Rhodes and Mr. Chamberlain. His last words were: 'I leave it now to God. It may be His will that the Transvaal shall perish. I can only do my best.'"

"The General was enthusiastically welcomed at the depot by the Boers. They are undisciplined and unorganized and their ambulance arrangements are ineffective but the commissariat is fairly good."

WOULD RATHER NOT FIGHT.

"A majority of the Boers are unwilling to fight but are quietly confident that they will overrun Natal, attacking it from both sides in the neighborhood of Ingoli or Ladysmith."

"The Boers are much afraid of Lyddite shells and dynamite bullets. All the untrained men are mounted. They maintain a high reputation for shooting. They have no uniform. All complain at leaving their wives and children at the mercy of the Kaffirs."

"There is much confusion in the camp. Heavy rains have deluged the lands and blocked the roads and horses, oxen and tents are mixed up together. The men are very angry with their officers but there is no excitement or loose firing. It is difficult to say exactly, but I suppose there are six thousand men in the Sand River larger and others are continually arriving."

"The horses are in excellent condition. I only saw five guns, of a heavy French pattern. The helicopter is constantly working on the hills."

THE SEASON OPPORTUNE.

"Despite the heavy rains the grass is still blown dry and all the country both open and rocky is well suited to the operations of irregular cavalry. There are no English troops here except one outpost which is stationed at Majuba Hill. But I am not allowed to telegraph information as to the whereabouts of English troops."

"The Boers deprecate the general panic among the English in the Transvaal

as if they were savages. They have constructed a few earthworks to defend the railway and hold a good technical position. They complain, however, of the lack of locomotives and the difficulty of working a single line."

REPORT OF FIGHTING.

Bloemfontein, Oct. 4.—The government has published a telegram from Boshof stating that the British forces have crossed the border and the fighting has commenced. Another telegram says the troops have crossed the border but that no fighting has occurred.

London, Oct. 4.—Late telegrams represent that a Boer attack upon Natal is expected at any moment but assert that Commandant General Joubert has threatened to shoot any man who moves without orders.

The London morning papers are inclined to regard the seizure of gold by the Transvaal government as a note of warning.

No absolute confirmation is obtainable of the report that a Boer ultimatum has been presented but that news comes from good Boer sources.

HALF-HEARTED RESISTANCE.

London, Oct. 5.—The Daily Telegraph's correspondent at Newcastle, Natal, sends his paper a similar message to that sent by the correspondent of the Daily Chronicle. He says he is sure half of the Boers will offer no serious resistance to the British troops. "The Free State," he says, "has made no preparations, and it is doubtful if it can put a thousand men in the field at present."

"Thousands of Uitlanders are unable to leave the Transvaal, and their territory is so great that many of them have joined the Boer hosts as the best means of escape."

"Johannesburg can offer no serious defence if attacked, and Pretoria, despite its fine forts, is hopelessly weak."

"Practically the whole Boer population has been called to arms, and the result is a strangely armed and garbed militia mob of men who have been sent in the direction of their defective German cartridge cases have all been recalled, and fresh ammunition made in America is being substituted."

"Thousands of burghers are afflicted in khaki and puggarees, so it is difficult to distinguish them from British troops."

INVASION OF NATAL.

"Last Friday the Boer government arrived at the conclusion that the danger of an attack lies in the Natal side, and that the bulk of men who have been sent in the direction of Delagoa Bay and Rhodesia were recalled and despatched towards Standerton and Sand River. I am satisfied that General Joubert has 15,000 men between Standerton and Volksrust, and am positive that he will invade Natal with that strength."

"Certainly serious and bloody actions are impending as soon as the Boers have received from the fatigue of travelling. There is no doubt, however, that the women and children will be well treated, as will also probably unarmed citizens."

INFLUENCES FOR PEACE.

London, Oct. 5.—Lord James of Hereford, writing to a correspondent, expresses a fear that the maintenance of peace now is impossible.

Sir Edgar Vincent, speaking at Exeter yesterday evening, said he understood that General Sir Redvers Buller did not expect the war to be a short one.

The peace party is making the most of the interval of anticipated reassembling of parliament.

The executive committee of the National Liberal Federation at a recent meeting passed a resolution which was communicated to the affiliated Liberal associations throughout the country, declaring that war was unjustified, and urging Lord Salisbury to seek a peaceful solution of the difficulty. A meeting of the parliamentary group for the promotion of arbitration yesterday adopted a similar manifesto declaring in favor of the government renewing the proposals for a joint commission, or the sending of a special envoy in the interim.

It is understood that Sir Alfred Milner has not yet abandoned the hope that the powerful influences now at work in Pretoria and Bloemfontein may lead to the arrest of the mobilization of troops on both sides and open the door to a pacification.

CRUISERS FOR PHILIPPINES.

Washington, Oct. 4.—The President to-day directed the immediate despatch to the Philippines of a number of vessels of the navy, including the cruiser Brooklyn and the gunboats Mareeta and Machias. This action is the result of Admiral Dewey's interview to-day, in which he went over the Philippine situation.

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

The very best way to make our poverty respectable is to seem never to feel it as an evil.—Hovey.

It will be found that they are the weakest minded and the hardest hearted men that most love chance.—Ruskin.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation, you will never be without them. They are purely vegetable, small and easy to take. Don't forget this.

Hon. David Mills in Victoria

Minister of Justice and Student of Constitutional Law and Practice.

Well Informed on the Alaskan Dispute—Hon. Sidney Fisher Coming Too.

Two members of the Dominion cabinet are guests of British Columbia's Capital City to-day—or rather one notable member of the federal government is now here, while his colleague in the administration is to arrive this evening, and both will probably remain until Saturday morning.

Hon. David Mills, who with Mrs. Mills and his private secretary, Mr. J. L. Clarke, arrived by last evening's steamer, is a gentleman who has won distinction outside the pale of politics, as a profound student of law and an eminent authority upon constitutional questions, first of his own country and secondly of those countries by geographical location or community of interest brought into direct touch with Canada.

He is a man of positive and vigorous individuality—an assertive man who would make his impression upon the life of any country, more particularly a young and growing one. Of Puritan and United Empire Loyalist stock, he illustrates in himself many of the rugged characteristics of the stock from which he springs. He himself is a native son of Ontario, having been born in Kent county in 1831, and beginning life as a school teacher. Subsequently he became superintendent of education in his native county, and an office he filled until 1885, two years prior to his first election to the Commons—the first parliament of Confederated Canada. That seat he has held practically continuously ever since, his first signal defeat in the field being at the general election of 1896, when the Conservative standard-bearer, James Clegh, had the high honor of lowering his colors. Shortly after this reverse Mr. Mills was called to the Senate by his Liberal co-workers, who at the same election that had retired him from the Commons, acceded to the control of the affairs of government. Senator Mills was called upon to accept the portfolio of justice upon the retirement of Sir Oliver Mowat to accept the honor of lowering his colors. He had previously held the Dominion portfolio, having been a colleague of Alexander Mackenzie as minister of the interior from 1876 to 1878.

Hon. Mr. Mills' career in the law dates from 1883, his admission to the bar being at London, Ont., where he has since been a member of the firm of Parker & Purdon, although he has practised more recently in partnership with his son. He has served the state in a professional capacity upon many occasions, and has also gained distinction as a writer for the press upon economic, legal and other questions, while being the author also of numerous poetical and other contributions to the magazine and literary standard. His direct acquaintances with the latter events and early eighties as editor of the London Advertiser—his successor in the editorial chair, Mr. Clarke, being now associated with him in a secretarial capacity.

Upon his arrival last evening Hon. Mr. Mills was met at the dock by a deputation of prominent local Liberals and escorted to the Hotel Diarrid. Later in the evening the Minister and Mrs. Mills were driven to Government House, where they will remain during their short stay in Canada's westernmost city.

To-day and to-morrow Hon. Mr. Mills will be at the new post office building from 10 a.m. to 12 noon, when anyone desiring to interview him upon departmental matters will have opportunity of doing so. To-night he will be joined by Hon. Sidney Fisher, minister of agriculture, and both will be present and deliver addresses at a public meeting to be held in the A. O. U. W. hall to-night.

To-morrow morning a reception at Government House from 3 to 6 o'clock, to which all desirous of meeting Hon. Mr. and Mrs. Mills are cordially invited. To-morrow evening the minister of justice will be banquetted at the Mount Baker hotel by the members of the Victoria Bar Association, and the following morning he starts upon his return journey.

Very sincerely greeting, as he is told a colonist reporter last evening, that the time at his disposal will not permit him to see more of this Pacific province, of whose great wealth and resources and bright future the world has lately been hearing much. Not that the prosperity and advance of British Columbia is unmatched in the Dominion. Hon. Mr. Mills maintains that the western province is prospering, an equal measure of which has fallen upon her sisters in the confederation. Quebec, Ontario, Manitoba and the Territories—each is finding fresh fields for the agriculturist, new mineralized areas for the miner, hitherto unthought of opportunities for the manufacturer. In no section is the general prosperity more apparent, indeed than in the prairies where Hon. Mr. Mills had the pleasure of seeing garnered a part of the greatest harvest of wheat and oats the wonderful western fields have yet produced. His travels took him as far northward as Yorkton, and he had opportunity of seeing both the Donkshors and the Galicians at home, finding them all that could be desired in the way of sober, industrious citizens, of whom a new country can scarcely have too many.

The Galicians, he says, appeared to be a class more rapidly adapting themselves to the country, its language, methods, and conditions; while the Donkshors present an admirable object lesson in cleanliness of person and morals, frugality, industry and integrity. They are vegetarians, strict and uncompromising, and it will be interesting to note whether or not the rigors of their new home will ultimately induce them to partially amend their creed in view of the superior heat-producing qualities of a part-meat diet. Hon. Mr. Mills does not anticipate, with the employment available to them at \$1.75 per day in the railway building to Dauphin which Mackenzie & Mann now have in hand, that there need be any apprehension of distress among these new citizens from alien shores during the winter that is now at hand. What the Minister does anticipate is that the Donkshors as well as the Galicians will become contented and prosperous citizens, and that very many of their countrymen will follow them to their new homes. He further looks for a steady increase in the tide of immigration from the United States where Canadians are learning to realize that there is no land better

than their own; and Americans to realize that the supply of public land is becoming small and the wheat-exporting capacity of the country each year more contracted.

It is of splendid interest to British Columbians to remember Hon. Mr. Mills as a public man who devoted his best thought to the problems involved in the Alaskan boundary question long before it came before him in his present capacity as the legal representative of the crown in Canada. It is still a question in the determination of which he feels the deepest concern, and chatting of it to the Colonist last evening he very fully illustrated the justice and the soundness of the fundamental features of the Canadian contention. With reference to the American interpretation of the treaty of 1825, for example, he points out that it would be just as common sense to hold that the break in the bounding mountain chain by some insignificant canyon should carry the line indefinitely winding around the country, as to suppose that the intention is to follow each insignificant bay and inlet—besides which the arrangement for a reciprocal enjoyment of trading and anchorage-in-distress rights between the British and the Russians further emphasizes the force of the Canadian position.

It is quite possible that Hon. Mr. Mills may avail himself of the opportunity to speak to British Columbians in further detail upon this very live issue at the banquet to-morrow evening in his honor.

Yachting Theorists.

(Continued From First Page.)

Lipton at his London office: "The Shamrock did splendidly. The course was kept clear, and I am afraid that any obstructionists would have had a rough time of it. Arrangements are most complete and satisfactory. I have great hopes for next race, but it will be a tremendous contest."

Chevalier de Martine, the marine artist, who has been commissioned by Sir Thomas Lipton to paint a series of pictures of the races, was one of the party that enjoyed a sail on the American. He said he was delighted with the old champion, and admired the boats built of wood more than any other. The Chevalier has not commenced any of his pictures as yet, but he is making rough sketches, which with the aid of snap shots, will give him material for his big painting, which will not be commenced until his return to England.

Among Sir Thomas Lipton's guests to-morrow will be Rear-Admiral Philip, Mrs. Thomas A. Edison, W. Douglas Cockburn, Richard Croker, Rear-Admiral Lord Charles Beresford and Lady Beresford, Sir Arnold Morley, Sir Henry Burdette, Hon. Charles Russell, and the Lord Chief Baron of Ireland, Baron Pollock. Rear-Admiral Sampson would have been also, but as he goes to Hampton roads to-morrow it will be impossible. On either Saturday or next Tuesday, Admiral George Dewey will be one of Sir Thomas' guests on the Erin. Lord Minto, Governor-General of Canada, will witness the Saturday race from the Erin, and Rear-Admiral Selley has accepted an invitation to be on board next Saturday. Mr. Westinghouse, inventor of the air-brake of that name, will also be a guest on Saturday.

To offset the Columbia mascot, Candy, the crew of the Erin and Shamrock also have a good luck dog, a small terrier puppy. He was laughingly pointed out to the reporters to-day by Charles Russell and Mr. Harrie as the rival of the American dog. The puppy sports an enormous green ribbon, tied in a bow at the nape of the neck. That he is a universal favorite with Sir Thomas' yacht was evidenced by the litter of small cake and other edibles on the usually sparsely aft-deck of that craft.

When asked about the condition of Designer Fife, Sir Thomas Lipton said: "Dr. Reid McKay, a good doctor, is with him, and I understand he is not much better. I am very sorry, for I miss him very much. His illness at this time is very unfortunate."

New York, Oct. 4.—Indications at Galilee are that the wind for to-morrow's yacht race will be southwest. The morning breeze is strong, with indications of coming southerly by noon. There will be quite a head sea.

PERSONAL.

H. E. Morton has returned from Dawson.

J. G. Tiarks returned from the Mainland yesterday.

A. A. Davidson came over from the Mainland yesterday.

Mayor Beaton returned from New Westminster last night.

S. P. Moody and wife returned last evening from the Mainland.

W. G. Mackenzie returned from a trip through the interior last night.

Carl Loewenberg, German consul, returned from Vancouver yesterday.

William Munroe and wife were passengers from Vancouver last evening.

Col. G. H. Hayes and Mrs. Hayes returned from the Victorian yesterday from the Sound.

Senator Templeman and E. V. Bodwell were among the passengers from Vancouver yesterday.

R. Collister, inspector of bulls, was among the Victorians to come home on the Islander yesterday.

Revs. D. MacRae, Ouelen, C. A. Bandy and R. S. Gendron were passengers from Vancouver last night.

A. S. James and J. Banney, who have been to Greenwood bonding properties for R. E. Brown, returned last night.

Lost—From Philharmonic hall, a large Newfoundland dog, answering to the name of Bo'sun. Finder will please return to the secretary, Mr. E. Piferder.

Lost—A black and white sleigh dog, weighs about 75 lbs., long tail, dark eyes in black. Finder please return at once to Sola, Mount Baker Hotel, Oak Bay, and collect charges, or thorough search will be made.

MISCELLANEOUS.

SALE OF WORK—By Ladies' Aid of First Congregational church, Friday, Oct. 6, in Temperance hall, Pandora street. High tea from 5 o'clock, 25 cents. Admission free.

PLEASANT AND PROFITABLE HOME WORK for families: day or evening; good pay; no canvassing; plain instructions and work mailed on application. Address Mrs. O. K. Co., 15 Lander lane, Toronto, Ont.

Mrs. Dickinson will resume her children's dancing class Saturday, Oct. 7, at 2:30 p.m., at A. A. W. hall, upstairs. Private classes formed.

THE CLASSES in Battenberg, hontion and point to-morrow, answering to the name of Bo'sun. Finder will please return to the secretary, Mr. E. Piferder.

LOST—A black and white sleigh dog, weighs about 75 lbs., long tail, dark eyes in black. Finder please return at once to Sola, Mount Baker Hotel, Oak Bay, and collect charges, or thorough search will be made.

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BORN.

WALKER—At South Saanich, on Tuesday, September 28, the wife of W. J. Walker, of a daughter.

MARRIED.

MURHEAD—DOWDALL—In this city on the 4th inst. John P. Murhead, eldest son of James Murhead, to Minnie F. Dowdall, of Ottawa.

(Ottawa and Montreal papers please copy.)

NEW ADVERTISEMENTS.

CLASSIFIED ADVERTISEMENTS ONE Cent Per Word Per Insertion. Cash No Advertisement Inserted for Less than Twenty-Five Cents.

WANTED.

WANTED—To purchase the whole or part of the furnishings of a medium-sized residence. L. H., Colonist office.

MANUFACTURER'S sole agency required for New South Wales, Tasmania and New Zealand: canned goods, hardware, boots, etc.; particulars to Robert C. Parker, Stockport's Exchange, 60 King st., Sydney, Australia.

AN ENGLISH GENTLEMAN seeks position as hotel manager or housekeeper in private family, or as companion help; country not objected to; good references. M. K., this office.

WANTED—Employment by middle-aged Englishman as amanuensis, secretary, bookkeeper, or in any similar capacity. Address "Secretary," Colonist office.

WANTED—A good general servant. Apply 76 Chatham street.

WANTED—Situation by Chinese as cook and general housework. No. 70 Esplanade street.

YOUNG ENGLISHMAN with several years' business experience desires position in merchant's office, with or without view to partnership. Address "Secretary," Colonist office.

AN ENGLISH LADY seeks an engagement as companion or chaperon in return for expenses to London. Address S., Colonist office.

WANTED—Furnished house in desirable locality for small family; no children. Apply to Room 5, Five Sisters Block.

WANTED—Capital for the expansion of an established and profitable business; dividend guaranteed if desired. Address X., P. O. Box 72.

WANTED—A small furnished house or cottage, centrally located. Address J., Colonist.

WANTED—To buy, pure bred bull, either short horn or red polled. Apply Alfred Pent, Colwood P. O.

HAVE YOUR BOOTS AND SHOES repaired by C. Nangle, the prize boot and shoemaker; he don't charge credit prices. Repairing Depot, 56 Fort street.

WANTED—\$2.00 per day sure, gentlemen or ladies; special work; position permanent; experience unnecessary. Address S. M. Fry, field manager, Winnipeg, Man.

WANTED—Agents, general and local, in unsupplied country for a quick selling family medicine, exclusive territory; no competition with druggists; write at once for special terms. Herbarium Medical Co., Montreal.

FOR SALE.

FOR SALE—A small pony. Apply 51 Work street.

FOR SALE—Modern cottage; all conveniences; desirable locality. Address "Nob Hill," Colonist office.

FOR SALE—A No. 1 family cow; also a cheap horse. Apply 35 First street.

FOR SALE—At a bargain, a first-class piano, nearly new. 105 Quadra st.

FOR SALE—Irish terriers; several puppies and two bitches; prices and pedigrees on application; cheap to clear at once. Mrs. G. Bradley-Dyke, Sidney, Victoria.

FOR SALE—Good-looking bay mare, 15 hands; quiet to ride and drive. The Barracks, Victoria.

\$244. acres of grass land half mile frontage on Fraser river; also \$350 building lot, 50x117. Wm. Andean, Stanley avenue.

FOR SALE—Farms and residential properties in the vicinity of Duncan; also unimproved land, good soil and situation, at \$10 per acre. J. H. Whitmore, Agent, Duncan, V. I.

FOR SALE—144 acres, Sahtlam district, both banks of the Cowichan river; excellent fishing; price \$300. J. H. Whitmore, Agent, Duncan, V. I.

FOR SALE—Farm of 130 acres, over 20 acres cleared, in a mile from railway station and P. O.; new house, barn, outbuildings, etc.; orchard in bearing; price, including stock and implements, \$5,800. J. H. Whitmore, Agent, Duncan, V. I.

FOR SALE—Two or three of the most desirable building lots in city, with a frontage of 112 feet, on the Dallas Road. Address A. C. West, Adelphi Building.

TO LET OR LEASE.

TO LET—Housekeeping rooms, single or en suite. 80 Douglas street.

The Colonist.

THURSDAY, OCTOBER 5, 1899.

Published by

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No. 27 Broad Street Victoria, B.C.

W. H. ELLIS, Manager.

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ard's.

Messrs. Hall & Goepel's.

Mr. H. B. Robertson.

The Colonist.

The Times.

Messrs. Munn, Holland & Co.

Messrs. Lee & Fraser.

Messrs. Nicholles & Renouf, Limited.

Messrs. Langley & Martin.

Henry Callow, Belton avenue, Victoria
West.Register to-day, in case you may
be called out of town.An impression prevails among a great
many people that because their names
are on the voters' list in use hitherto,
it is not necessary for them to make a
fresh application. This is a mistake.
Only the names of those persons who
apply for registration will be put on the
new list. Will every person who reads
this take the trouble to tell some one
else, so that everybody may know?

A STRANGE APPOINTMENT.

Nothing better illustrates the principles which animate the present government across James Bay than the very extraordinary appointment made in connection with the arbitration of the matters in dispute between the government and the Union Colliery Company arising out of the new regulation touching the employment underground of illiterate persons. The law provides that in the event of any dispute of the character mentioned, the point or points in dispute may be referred to arbitration, and goes on to say: "Every person who is appointed an arbitrator or umpire under this section shall be a practical mining engineer or accustomed to the working of mines." It will hardly be claimed under this section that a laborer in a mine, who might be himself absolutely illiterate and not even speak a word of English, should be appointed an arbitrator or umpire. When the legislature said that the person chosen must either be a practical engineer or a person accustomed to the working of mines, it specified very distinctly the class of men whom it had in mind. They were men who understand the management of mines. Note that the expression is not "working in mines" but "the working of mines." The distinction is not merely one of words. It is one of class. A person may easily be accustomed to working in mines and yet not be accustomed to the working of mines. This point is so clear that it is not worth while making any argument to establish it. Another principle in regard to arbitration is that the persons appointed ought not to be such as are not in a condition of mind to reach a fair conclusion. We do not say that where two parties to a dispute appoint arbitrators, it is an objection to the persons named that they are favorably disposed to the persons appointing them. That is always likely to be the case. But where the government appoints an arbit-

trator to decide the rights of subjects, it certainly ought not to think of selecting a person who has rendered himself notoriously unfit for the position. The government in the administration of the Coal Mines Regulation Act must be taken in theory at least to stand impartial between all sections of the public, and to feel the obligation resting upon it to deal fairly by all parties.

When it came to naming arbitrators to decide the disputed points under the regulation, the Union Colliery Company selected Mr. T. Trafford Wynne, an associate member of the Institute of Civil Engineers, a member of the Institute of Mining and Metallurgy, a member of the North of England Institute of Mining Engineers and a practical mining engineer, who has had experience in coal mines. Mr. Wynne has been about six months in the country and his home is at Nelson. He certainly belongs to the class contemplated by the legislature, and it cannot be said that he is likely to have any political or personal prejudices which would stand in the way of the impartial discharge of his duty. The government named Mr. William McAllen of Nanaimo. Mr. McAllen says he has worked as a miner in several countries and also as a shift boss. He also on one occasion was sent down in a mine to examine some rock that had fallen down, so as to be able to give evidence in an action that was to be brought by the person injured by the accident. He also carried on a correspondence with the Serapion School of Mines and received a certificate of progress, but what degree of progress he attained has not transpired. He has also worked as a laborer for contractors who are sinking a shaft for the New Vancouver Coal Company. These are Mr. McAllen's qualifications as detailed by himself, and if they show him to be a person "accustomed to the working of mines" within the meaning of the section quoted, then we do not know the meaning of language. Nevertheless, he was selected by the government as an arbitrator.

But if Mr. McAllen cannot claim to be a mining engineer or expert, he is nevertheless not unknown to fame. He is a gentleman of very pronounced views in regard to the employment of Chinese in coal mines or anywhere else, unless he finds it to his advantage to use them for his personal purposes, such as laundries, his clothes or selling him vegetables. So very much is he devoted to this anti-Chinese case that he ran an election in Comox last year upon this particular platform. He has made violent speeches in support of his views in this matter. On two successive Labor Days he spoke in the strongest language at his command, denouncing Mr. Dunsinuir and the Union Colliery Company for employing Chinese and declaring that it was their intention to oust white labor by Chinamen. In one of his speeches he referred to some one, who may have been Mr. Dunsinuir or possibly the superintendent of the Union mine, as a General Weyler capable of committing Cuban atrocities. He also supported a resolution condemning the decision of the Judicial Committee of the Privy Council for deciding that the anti-Chinese legislation is ultra vires. It is only necessary to add that at the Comox election he opposed Mr. Dunsinuir, the president of the Union Colliery Company. Here, then, we find Mr. McAllen personally hostile to the Union Colliery Company and its president. We also find him as committed as far as any man could possibly commit himself to an interpretation of the regulations, adverse to the company's contention, and to be an agitator of the most violent kind in favor of a rule, which if acted upon, would lead to the most extreme construction being placed upon the regulation and the law under which it is made. And this is the sort of man whom the government thinks proper to select as an arbitrator. What possible chance can the company have to get justice at the hands of such a man? It is worthy of mention in this connection that in case it becomes necessary to appoint an umpire, and the arbitrators cannot agree upon one, the government must name him. Mr. McAllen has it therefore in his power to throw the appointment of the umpire into the hands of the government, and thereby secure the naming of another firebrand like himself. We ask reasonable men, whether they are representatives of the capitalistic or laboring class, or are in the great majority between the two, what they think of such an appointment. We are not discussing the legal question involved. That is a matter for the courts to determine; but we are greatly concerned and so we think is every man in the community greatly concerned, that the government should so palpably pander to the demagogues who are endeavoring to stir up the miners and others to rebellion against existing conditions. We use the word "rebellion" advisedly, because the men who belong to the same category as Mr. McAllen talk of resorting to violence. We invite careful consideration to this appointment, which has only to be understood to receive the condemnation of everyone. Even the Nanaimo Review, which cannot be charged with unduly leaning to the capitalistic side of questions, finds it too strong for its stomach.

THE VISITING MINISTERS.

Two distinguished members of the Laurier cabinet are to address the people of Victoria to-night. We give them a very hearty welcome and wish to say to them that we are sincerely glad that they have found it convenient to visit British Columbia. Our only regret is that more ministers do not come to see us, and that those who do come remain for so short a time. There are many things out here about which they ought to learn from personal observation, and the number of things which British

Columbians would like to say to them is past specifying in a single newspaper article.

Will the ministers take occasion in the course of their remarks to-night to give their opinion as to the mail service to the North? If they hunt the province and the Yukon over with a 1,000-candle electric searchlight they will fail as completely to find any one who thinks the service even half way decent, as Diogenes did to find an honest man in Athens, or wherever he lived. Not to weary the ministers with the details of complaints which have appeared time and time again, we will sum the matter up by saying that the mail service to the North could not really be much worse if an attempt were made to make it so. The ministers ought perhaps to be reminded that people who go into new mining camps on this Coast are of a different class and their business connections are different to those who form new settlements in the Eastern provinces. We do not think Mr. Mulock sufficiently appreciates this. Will they kindly look into the matter themselves and when they go home endeavor to impress upon the Postmaster-General that the complaints so constantly made are well-founded?

We hope the ministers in their speeches to-night will endeavor to look at things from a British Columbia point of view. We are not disposed to be unreasonable in this particular, for no gentleman, no matter how intelligent he is, can hope to grasp the local view of public matters in the short time at their disposal. But there are some matters which lie upon the very surface of affairs to which their attention may be directed and upon which they ought to be able to give some explanation. There is the matter of cabinet representation. We concede the force of an argument made by a minister in parliament last session, when he said that portfolios ought not to be distributed territorially. We would not think, for example, that if Labrador should be given representation in the House of Commons it ought therefore to have a minister. If territorial arguments were valuable in this connection, surely it would be the height of absurdity to give a cabinet portfolio to Prince Edward Island and leave British Columbia and the Northwest Territories unrepresented. The point upon which we rely in claiming such representation for this province is that its resources are so great, its contributions to the revenue so large, and the interests of a Dominion federal importance centering here are so diverse and of such magnitude, that we do not see how they can be intelligently dealt with as long as no person, whose interests are identified with the Coast, whose opportunities of gaining information at first hand have been ample, and who is closely in touch with public opinion here, has a seat at the council board. We think if the ministers appreciated the facts bearing upon this contention, they would at once admit that the argument for them is irresistible. It may be that there is no one in their political party from British Columbia who is adapted for a cabinet position, and if this is the defence which the ministers may have to offer for inaction in the premises, we suppose we shall have to put up with existing conditions until another election.

Another matter which lies right upon the face of the case is that British Columbia is contributing something like four times as much per head of her population to the revenue of the Dominion as any other of the provinces, and yet there is comparatively nothing for us in the record-breaking estimates of \$60,000,000. We are not going to take much objection to the amount of the appropriations. Perhaps the breeziness engendered by Western life makes a few millions one way or the other in national expenditure seem not a very important consideration. But we would certainly like to know how the Laurier ministry justifies its very scant treatment of British Columbia. As yet we have had no explanation. The Liberal press of British Columbia is either ashamed of the government or does not know how to defend it, for one might as well search for ice-cream in Tophet as for any defence or apology for ministerial policy in a British Columbia Liberal newspaper. Will the ministers enlighten us a little upon this matter of expenditure? We promise them respectful criticism, and if they can show that the province has been anything like fairly treated, we will acknowledge that we are in error in contending that the expenditures in British Columbia are very shabby when compared to what is being done elsewhere, and ridiculously short of what is our fair due, if there ought to be any relation between the amount paid into the revenue and the amount received out of it. To prevent misunderstanding, we will admit beforehand that the amount of taxes paid is not the final test of the amount that ought to be expended in a province. Admitting this, we claim that British Columbia has not been well used.

We desire also to bring under the notice of the ministers another matter of supreme importance, namely the transportation question. British Columbia needs more railways, and we think it can be easily shown that railway construction here will rapidly repay any outlay to which the Dominion may be put to obtain it. If by railway construction through any of the unopened parts of the province 25,000 people could be added to the population, they would contribute to the revenue of Canada over and above the additional cost, which they would cast upon the government for postal and other facilities, at least \$400,000 a year. This would provide interest and sinking fund on \$10,000,000. Now there are a dozen places in British Columbia where sufficient railway con-

struction could be secured by the expenditure of \$1,000,000 to add 25,000 to the population, not to speak of what could be done with \$10,000,000. We ask the ministers to look at this aspect of the railway question.

There are other things to which we would like to direct their attention, but we think that if they do justice to these they will find their time fully and very profitably occupied. Again assuring them that they are very welcome to Victoria, we await what they may have to say.

Many ruins are being offered for sale in Great Britain. A little business in this line might be done in Canada, and we suggest, as the first item to be offered, the ruined pledges of the Liberal party. There is not a more complete aggregation of ruin in the world.

Everywhere on the streets yesterday there was a strong expression of approval of the paragraph in yesterday's Colonist regarding the omission of the proper authorities to offer a reward for the capture of the murderer of Mrs. Ring. The omission is a grave scandal.

The Vancouver Province thinks it an insult to sensible people to claim that it is necessary to permit gambling and other vices to be practised openly in order to attract population to a city. So it is, but this is not to say that such arguments are not freely made. From an economic point of view, to throw aside morality entirely, the claim is a very absurd one, as can easily be demonstrated. But it has been made time and again in the West and we may feel very sure that the last has not been heard of it.

One of the chief promoters of the Victoria-Chilliwack scheme called at the Colonist office yesterday to say that the reason why the invitation of the Colonist to explain the financial aspects of their plan in these columns had not been accepted was that it was intended to take them up at a series of public meetings. This is a fair answer, and we give the same publicity to it as we did to the complaint. The promoters have a right to select their own way of placing their plans before the people. But we hope they will not wait too long. In the meantime, unless other things make it necessary to do so, we shall not make any reference to this project.

The Times very naturally dissents from the Colonist's view of the relative strength of parties in British Columbia. It claims to have discovered that British Columbia is filling up with good Liberals, which may or may not be true, but if it is true, they are rapidly becoming Conservatives. Liberal neglect is telling tremendously against the Laurier government in this province. It is disheartening those who were active supporters and is completely alienating those who were lukewarm. The Times professes to believe that Vancouver is not Conservative, but it is hardly serious in this. Still less is it serious when it professes to believe that the Liberals have any kind of a chance in Victoria. The Liberal party in British Columbia is afflicted with a set of leaders, who would ruin the chances of a successful government, and are simply like so many Old Men of the Sea on the shoulders of the Laurier cabinet.

One of Pension Commissioner Evans' critics recently accused that official of having a "bittery bureau." Mr. Evans replied emphatically: "Yes, I have, and it consists of every reputable newspaper in the United States."

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Sick Headache, and relieve all the trouble incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels, even if they only cured.

Achother would be almost priceless to those who suffer from this annoying complaint, but fortunately their good offices are extended here, and those who are weary of their sufferings will find these little pills valuable in every way that they will not be willing to do without them. But after all sick head

In the hands of so many lives that have been where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills a day, and you are cured. They are entirely vegetable and do not grip or purge, but by their gentle action please all who use them. Retail at 25 cents a box for \$1. Sold by druggists everywhere, or sent by mail.

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Small Pill. Small Dose. Small Price.

SHERIFF'S SALE.

Under authority of Warrants of Execution issued out of the County Court of Victoria, I have seized a lot of printing material, namely, consisting of a large assortment of plain and fancy type, cases, chases, stones, proof press, stands, etc., which will be offered for sale by tender on Friday, 13th day of October instant, to the highest bidder. The material may be seen on the premises lately occupied by the Globe Publishing Company, Broad Street, Victoria. The highest or any tender will not necessarily be accepted. A complete inventory of the property has been made, which will be on file for inspection by intending purchasers at my office. Terms—Cash.

J. R. McMILLAN,
Sheriff.

Notice to Contractors.

Tenders will be received up to 12 o'clock noon of Tuesday, 10th of Oct., for store and brick building on corner of Government and Broughton streets. Plans and specifications can be seen at my office.

Lowest or any tender not necessarily accepted.

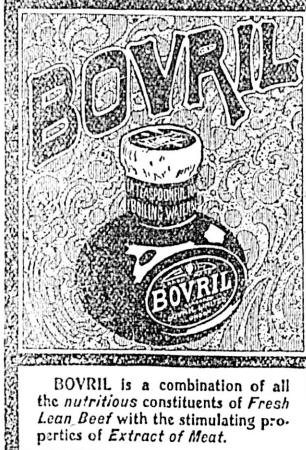
THOMAS HOOPER,
Architect.

NOTICE TO CONTRACTORS

Tenders will be received at Wellington Colliery Company's office, Store street, up to October 6, where plans and specifications can be seen for carpenter, mason, tinning and painting in the erection and completion of store, offices and cottages for Wellington Extension Mines. Tenders to be marked "Tender for erection of buildings at Wellington Extension Mines." Lowest or any tender not necessarily accepted.

REMOVED.

JOHN BARNESLEY & CO. have removed to their new premises, No. 115 Government street, where will be found the largest stock of Sporting Goods in the Province. Telephone No. 663.



BOVRIL is a combination of all the nutritious constituents of Fresh Lean Beef with the stimulating properties of Extract of Meat.



PACKARD'S SPECIAL
COMBINATION
LEATHER DRESSING

25c ALL SHOE STORES

L.H. Packard & Co. Montreal. ALL COLORS BLACK, TAN, BROWN, Etc.

A BARGAIN.
Four Lots on Oak Bay Ave. \$600
Swinerton & Oddy.

USE USE

EDDY'S
BRUSHES

The most durable on the market.

EDDY'S Telegraph and Telephone
Eagle Parlor,
Victoria Parlor,
Comets Parlor MATCHES

For Sale Everywhere

A very useful little table was recently published by the late Peter J. Leech, of Victoria, entitled:

"Hour Angles Without Logarithms."

It was originally intended for the use of surveyors in Canada, but the results obtained from it are sufficiently accurate to be of real service to navigators in the latitudes mentioned, viz., 40 degrees to 60 degrees north, and 40 degrees to 60 degrees south.

Should the navigator prefer to determine his hour angle in the usual manner, Mr. Leech's table will prove invaluable as affording a ready check upon his work.

Copies of the table may be had at the bookstores, or at the office of the Colonist Printing & Publishing Company, Victoria.

PRICE \$2.00.

Spencer's
Friday...
Bargains.

1,000 bunches Berlin and Shetland Wool, black and various colors, regular price..... 10 cents

FRIDAY 2½ cents.

10 pieces Golden Draperies, regular..... \$2 ½c.

FRIDAY 6 cents.

50 Ladies' Night Gowns, regular..... \$1.00

FRIDAY 50 cents

50 Ladies' Night Gowns, regular..... \$1.50

FRIDAY 75 cents.

500 Scrub Brushes, usually sold at..... 25 cents

FRIDAY 5 cents

200 Child's Picture and Story Books, worth 25c.

FRIDAY 15 cents.

50 Ladies' Dress Skirts, navy blue and black, regular,..... \$1.75

FRIDAY \$1.00

The same skirt lined throughout with linette,

FRIDAY \$1 65

Six cases new goods opened yesterday; new Macintoshes, Dress Skirts, Plaid Dress Goods, Wrapper Flannelettes, etc.

D. SPENCER,
Government St.

Just arrived and in stock
A large consignment
of the celebrated....

"OVERLAND CIGARS"

A high grade,
Specially selected,
Domestic Cigar.

Turner, Beeton & Co.

AGENTS.

SLAUGHTER SALE.

REMOVING TO YATES ST.

Mens' Winter Suits \$4.00, \$5.25, \$6.30, \$7.60.
Mens' and Youths' Norfolk Suits, \$4.60, \$5.90, \$7.85.
Umbrellas, Macintoshes, Overcoats, Underwear,
Fancy Vests, Stiff and Soft Hats, Etc.

\$10 000 worth of New Fall Goods Included in the Sale.

B. WILLIAMS & CO.,

97 JOHNSON ST.

THE BEST POLICY BEST COMPANY MUTUAL LIFE

...Heisterman & Co.
District Managers.

VICTORIA TIDES.

[By Mr. Napier Dealson.]

The zero of the accompanying scale corresponds to 14 feet of water in the channel off Shoal Point, and 18.6 feet above the sill of the Esquimalt dry dock.

Thursday, Oct. 5.		Friday, Oct. 6.	
Time.	Height above zero	Time.	Height above zero
3:50 a.m.	7.3 feet.	4:30 a.m.	7.6 feet.
9:09 a.m.	4.8 feet.	9:40 a.m.	5.3 feet.
3:40 p.m.	7.1 feet.	4:00 p.m.	7.1 feet.
10:00 p.m.	1.6 feet.	10:15 p.m.	1.4 feet.

THE LOCAL NEWS.

Use Blue Ribbon Flavoring Extracts.
Carpenters' Tools at Cheapside.

If you have beauty,
I will take it.
If you have none
I will make it.
Savannah, Photo.

Best Lawn Mowers at Cheapside.
Smoke "Nugget Cigar." Meiss & Co.

Bass XXXX on draught at the Occidental.
Drink "Hondt," purest and best of Ceylon teas.

"Rickshaw" Ceylon Tea at Jameson's, 33 Port Street.
McClary's famous Steel Ranges and Stoves at Clarke & Pearson's.

Majestic Ranges at Cheapside.
Hot lunch at the Manhattan from 11 a.m. to midnight.

A breakfast delight—Chase & Sanborn's Seal Brand Coffee; 1 and 2 lb. tins only.

When you require sporting goods ring up Telephone 645, Henry Short & Sons, 72 Douglas Street.

Few men are foolish enough to tell the readers of a great family journal untruths about their goods. If they do they are soon found out. "HOND" Ceylon Tea is as represented—therefore kept always before you.

It is now Crepe Paper or Lamp Shade season. We are splendidly prepared for the above, having just received a magnificent shipment of plain, tinted edge, and floral crepe tissue, Victoria Book and Stationery Co. (late Jamieson's).

Reduced Rates to the East.—Over the Northern Pacific Railroad, effective September 12, the second-class rate to Chicago will be reduced to \$46; second-class rates to all points east of Chicago will be reduced also. E. E. Blackwood, agent.

Board of Trade.—The regular quarterly meeting of the British Columbia Board of Trade will be held on the evening of Friday, October 13. Any member desirous of bringing business before the meeting is requested to notify the secretary.

Sale of Work.—The Ladies' Aid of the First Congregational church will hold a sale of work, high tea and concert in Temperance hall, Pandora street, to-day. The sale will be opened by Hon. A. E. Smith, United States consul, at 3 o'clock. High tea will be served at 5, and the concert will take place in the evening.

Your prescriptions will be filled just as you doctor orders, when left at the New Drug Store. Pure drugs and of the finest quality. F. W. Fawcett & Co., 40 Government Street.

Wire From Dawson.—The telegraph line to Dawson is probably in operation from Skagway to that city at this time. A Victorian who came home a few days ago, while on the way up river by the Victorian, sent a message to his wife in this city from the end of the wire, which was then sixty miles south of Dawson. At the rate of progress then being made those in charge of the work expected to reach Dawson in about two weeks. The date the message was sent was September 14th. It was delivered in Victoria

Electric Light Fittings.—Graceful, Elegant, Novel.

Call and Inspect Our New Stock.

G. C. Hinton & Co.

63 Government Street.

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63 Government Street.

Electric Light Fittings.—Graceful, Elegant, Novel.

Call and Inspect Our New Stock.

Pure Lime Juice, 25c. A BOTTLE AT CENTRAL DRUG STORE

HALL & CO., Dispensing Chemists, Clarence Bldg. Cor. Yates and Douglas Streets.

on the 21st September. The cost was forty cents per word.

Will Celebrate.—Nanaimo has undertaken to hold the Societies' Day celebration in that city next year.

Winter Mails.—During the winter only letters will be carried to points on the Yukon by the postal authorities, and the last newspaper and parcel mail goes to-day.

Homeward Bound.—Word has been received from the leader of the opposition in the local house, ex-Premier J. H. Turner, that he will leave London for home on the 19th instant.

A Stray Carrier.—Mr. W. A. Ward has received word from his brother at Nicola to the effect that a carrier pigeon had arrived there with a note, the writing, however, being illegible.

Football.—There will be the usual Thursday practice this afternoon at the Caledonia grounds, and members are urgently requested to turn up, in view of the approaching match against the Navy on October 14.

On Trial.—A court martial is being held on H. M. S. Phaeton, the defendants being Miller and Booth, seamen who are charged with attempting to desert and striking and using insulting language to an officer.

Small Blaze.—The fire department was called out shortly before 1 o'clock yesterday for a roof fire at the residence of Mr. J. Keown, corner of Douglas and Discovery streets. It was caused by sparks from a chimney. Very little damage was done.

Getting Ready.—It is expected that the district officer commanding will inspect the Fifth regiment on October 21 and in preparation for this frequent tactical drills are being held. The first took place last evening and a second Tuesday evening at 8. The dress is drill order, the staff and band being excused. Capt. Laupman having returned from the East will resume his duties as paymaster.

Judges' Charts.—Mr. Justice Martin has presented to the British Columbia Law Society a chart of the judges of the colonies of Vancouver Island and British Columbia and the province, prepared by himself. It gives the dates of their appointment and retirement or death and is very useful to lawyers. The Benchers passed a vote of thanks to Mr. Justice Martin at their last meeting and decided to have the chart printed in the next report.

Donations Acknowledged.—The managers of the Old Women's Home return thanks for the following donations received during September: Mrs. Carnegie, peaches; Mrs. Hamilton, vegetables; St. Andrew's Young People's C. E., flowers; Mrs. Goodacre, fruit cake; Mrs. Morley, vegetables; Mrs. Durham, vegetables and apples; Mrs. Loney, cake and preserves; Mrs. Edward Dickinson, fruit and reading matter; Mrs. Fern, vegetables and fruit; Mrs. Beckman, apple jelly and raspberry vinegar; Colonist and Times, daily papers.

Failed to Heed the Lesson.—In the city police court yesterday Edward Hodges was again in the prisoner's dock—this time for an actual assault upon his wife, from whom he has been for some time separated. Hodges had only recently completed a term of imprisonment for threatening the life of his wife, and at the trial in that instance declared that his words had not been idly spoken. One of his first acts on re-securing his liberty was an assault upon the woman who bears his name. He was given five months at hard labor without the option of a fine.

Harvest Festival.—The harvest festival service at St. John's church was repeated to an interested congregation last evening, the elaborate and very beautiful decorations still remaining in place, and the music under the direction of chorists, Messrs. Moore and Organist A. Longfield being of a high order and much appreciated. This morning and evening the festival of the ingathering will be observed at St. James' church, the decorations being on a larger and more thoroughly artistic scale than any attempted in several years, and some exceedingly attractive incidental music being provided for.

Harvest Festival.—The annual harvest thanksgiving services will be held to-day in St. James' church. There will be matins and holy communion at 10, and full choral evensong at 8, when a special sermon will be preached by the Ven. Archdeacon Scriven. The choir being assisted by many kind friends, will render the following music: Processional—382.

Special Psalms—LXXV, CXLVII and CL. Magnificat—110. D. J. Ferris Foyer Anthem—"O Lord, How Manifold."

Hymn—381. Hymn—388. Special—"Te Deum" J. T. Field. Recessional—379.

Mr. Albert H. Halder, F.G.S., Mining Engineer, "TROUTER'S SPECIAL COMMIS-SION" for American and Canadian mines, will leave for England shortly, and prior to his leaving is prepared to report upon mining properties, to assist in flotation of properties on the English market, and to give general advice upon financing of mines. For full particulars apply "Theodora Lodge," 1500 Robson street; telephone No. 761. Vancouver.

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Surveying Cable Route.

H.M.S. Egeria Arrived at Honolulu From Her Southern Cruise.

Was to Have Left for Esquimalt the Day After the Aorangi Sailed.

Honolulu papers received by the Aorangi contain the news of the arrival at the Hawaiian capital of H. M. survey ship Egeria, from her trip south to survey the route for the Pacific cable. The Bulletin says:

"The British cable survey cruiser Egeria now lying in Naval Row, arrived Sunday evening from a southerly cruise. She will leave at the end of this week for Esquimalt. The line of the proposed British-Canadian-Australian cable has been surveyed and the Egeria has completed her labors in that respect."

"It is stated aboard the vessel that the deep sea soundings made between the proposed cable line and these islands are purely for scientific purposes. As the whole of the Pacific ocean has to be sounded anyhow no particular significance is attached to the survey between the Hawaiian Islands and the main line. It is not at all improbable, however, that a branch cable extending to Honolulu, and so connecting this point with the American coast and Australia, will be established. The British cable will very likely be the first telegraphic connection between Hawaii and the rest of the world. A Honolulu branch would greatly increase the value of the British cable."

"The officers aboard the Egeria are at present very busily engaged making up their reports. Not only are they surveyors, but they do their own calculating and draughting. Microscopists they must also be, for the examination and analysis of the specimens of the coast's bottom must be made."

"On September 2 the Egeria was in Kealahakun bay, Hawaii. During their stay there the officers saw that Cook's monument was repaired, after which they were feasted by parties who had been notified by the Honolulu friends of the Egeria's officers of the latter departure for the big island."

"On her recent southerly cruise the survey ship went about 700 miles toward Fanning's island, taking soundings every twenty miles, and on her return, soundings each day."

The Egeria was to have left Honolulu on the morning of September 28, the day after the Aorangi, so she should be here to-day or to-morrow, unless she is making surveys en route.

Two men who attempted to desert are being brought here to serve their sentences of three months each.

A WATER FAMINE.

Scarcity of Water in Honolulu Commencing to Cause Alarm.

"There is likelihood of a serious water famine if rains do not come soon," says the Bulletin. "The water in the Nuanu reservoirs is lower than it has been for years. There is talk of the government making temporary arrangements to relieve the strain on the Beretania pumping station as in case of an accident the whole city would be without water and at the mercy of a fire. If a fire should occur now in the Nuanu district, nothing could save the property situated there. As there is not sufficient water to supply the fire engines. In case of a famine or accident the government could make connections with the Gear Lansing pumping plant at Kaimuki, which has the same capacity as the Beretania station and could easily take care of the Waikiki and Makiki districts."

Public Meeting.—At the public meeting to be held on Friday evening in A. O. U. W. hall to discuss the Port Angeles ferry proposal some rousing speeches will be made. Special arrangements are being made for the accommodation of ladies.

Boston Lyric Company.—It is to be regretted that after giving two such meritorious performances that they did on Monday and Tuesday evenings that the Boston Lyric Company should have given such a poor representation of "Cavalleria Rusticana" and such a vulgar one of "La Belle Helene," that they did last evening. The company are capable of far better work and they have an excellent opportunity of redeeming themselves in the "Bohemian Girl" this evening. The applause last night was most enthusiastic and recalls were very frequent.

The Opportunity of the Season.—The greatest opportunity that has been presented since the inauguration of the Esquimalt & Nanaimo railway is set for next Sunday, when an excursion will be run from the city to Duncan and return for only fifty cents—a special promenade concert by the fine band of the Fifth regiment being the attraction at the mid-land town. The trains leave the Store street depot at 9 a.m. and 2 p.m., and as bicycles or dogs will be carried free, passengers are quite at liberty to enjoy a spin over the famous good roads in the vicinity of Duncan or put in a day's shooting inexpensively anywhere along the line—for the cheap excursion tickets will permit of a stop-over at any intermediate point. That there will be an immense crowd for the excursion is naturally to be expected.

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

HOUSE BUILDERS AND CONTRACTORS.

We invite you to visit our grate, mantle and tile department. We carry the largest variety of these goods in the province; no other dealer has duplicates of our patterns. Sole agents for Dawson grates and the great Majestic steel range. We invite visitors to the New Westminster exhibit to examine our displays. A special discount allowed to purchasers from a distance.

McLENNAN, McFEELEY & CO., LTD., Vancouver, B.C.

Branch stores—Dawson, Atlin and Inverness.

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Branch stores—Dawson, Atlin and Inverness.

PEMBERTON & SON, Real Estate, Financial and Insurance Agents

TO LET OR FOR SALE.

A Large Well-Planned Residence.

On Rockland Avenue with grounds attached thereto. This very commodious and handsome residence commanding a magnificent view of Mount Baker and the Straits can be rented or purchased at a very moderate figure.

45 FORT STREET.

VICTORIA, B. C.

The STERLING, 88 Yates Street.

Victoria, B. C.

We have just received a large consignment of....

Ladies' Capes, Jackets and Costumes

Also the Latest Styles in

French and American Millinery



THE STERLING

88 Yates St.

At St. Barnabas.—The harvest festival service will be held to-day at St. Barnabas church, when there will be holy eucharist at 8 a.m. and choral evensong with processions at 8 p.m. The Rev. G. Christmas, rector, of Saanich, will preach. The musical arrangements are as follows:

Voluntary—"A Sunset Melody" Dr. Vincent. Processional Hymn—382. Proper Psalms—45 and 150. "Magnificat" and "Nunc Dimittis" Rhumens, in E. Anthem—"Praise the Lord, O Jerusalem" E. V. Hall.

(Soloist, Mr. Floyd.) Violin Solo—"Trauerzeit" Schumann Hymns—383 and 381. Recessional Hymn—379. Voluntary—"Tannhauser March" Wagner.

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

Chenille Table Covers, Tapestry Curtains, all kinds of Drapery Materials, Fringes, etc., at Weiler Bros.

PUBLIC MEETING.

Hon. David Mills, Q.C. MINISTER OF JUSTICE.

Hon. Sidney Fisher MINISTER OF AGRICULTURE.

WILL ADDRESS THE ELECTORS OF THE CITY OF VICTORIA

At the A.O.U.W. Hall YATES STREET.

This Evening.

Chair taken at 8 p. m. C. E. RENOUE, Vice-President Victoria Liberal Association.

VICTORIA THEATRE.

Six Nights and Saturday Matinee. COL. W. A. THOMPSON'S Boston Lyric Opera Co.

40 PEOPLE 40 TO NIGHT "Bohemian Girl."

TO-MORROW NIGHT IL TROVATORE.

REPERTOIRE: Said Pasha, Maritana, Cavalleria Rusticana and La Belle Helene, Bohemian Girl, Il Trovatore, Princess of Trebizonde, Carmen.

PRICES: 25c, 50c, 75c, \$1.00.

HERE IT IS The very latest and best of

Cash Registers. POSITIVELY THE BEST at one quarter the cost of the old machines.

You are invited to call and examine it. I.X.L. Old Post Office, Government Street

The Westside

OPERA CAPES, OPERA SHAWLS OPERA FURS OPERA CLOAKS OPERA GLOVES,

In Profusion at The Westside.

The Hutcheson Co., Limited.

70 Government Street.

The White House.

PREPARED FOR

FRIDAY and SATURDAY

Special Sale of

WOOLEN UNDERWEAR.

For Children and Ladies.

Don't Miss This Opportunity For Two Days Only

Get your winter underclothing when you can get it at HALF-PRICE. . . . Two garments for the price of one.

Henry Young & Co

OUR FALL STOCK

OF

Macintoshes & Overcoats

Is Now Complete.

A large selection.

Prices right.

W. & J. WILSON 83 Government VICTORIA, B. C.

Corby's Rye Whiskey.

In Bond and Duty Paid.

TURNER, BEETON & CO.

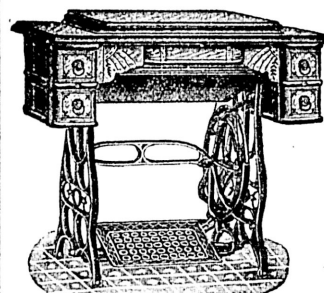
Get Ready for Winter.

Wonderful Air Tight Heaters in all sizes and all Prices. Call and see Them Also our special line of

MAJESTIC RANGES..

GEO. POWELL & Co.

CHEAPSIDE 127 GOVERNMENT ST.



The "DOMESTIC" Machine is one household necessity that speaks for itself, being perfect in mechanism, easy to operate, and least liable to get out of order. Its praise comes from over 3,000 people in Victoria who use them. Intending purchasers should examine.

Fletcher Bros., sole agents, 93 Govt.

The Germans

are jealous because we advertise English Black Puddings—thought ought to give them a chance. Well, so we shall. We're ready to-day with a big quantity of genuine Dill pickles. They differ from the ordinary kind only in flavor. We have them in bulk; so you can order them in any quantity desired.

D. R. POTTINGER'S Ideal Provision Store, 72 Yates Street between Government and Broad Sts

NOLTE GLASSES ADJUSTED. EYES TESTED FREE. FORT ST.

The Most Fastidious

Purchaser of a piano can be easily satisfied by visiting the piano warehouses of

M. W. WAITT & Co. where seven different makes, including the best known American and Canadian instruments can be found. Terms arranged to suit purchasers.

60 Government St. Piano showrooms upstairs.

Million Tons In Sight.

**Developments on the Ironsides
and Knob Hill in Bound-
ary District.**

**Enormous Pay Shutes With
Good Copper Prospects
Opened in Both Mines.**

The Grand Forks Miner of September 30 contains the following interesting articles on the Knob Hill and Ironsides mines, in the Greenwood camp:

The busiest place in the great Boundary country at this moment is Phoenix camp and that vicinity. Here the Canadian Pacific is building a perfect network of branches, switches and sidings, for the purpose of receiving for transportation the ores from the mines. As one travels from the Winnipeg to the Ironsides, a distance of about three miles, he passes over a sort of plateau, which constitutes the summit of the range between Grand Forks and Greenwood, and here sees hundreds of men and teams at work, not only upon the complicated system of railroad grades, but in the making of clearings, in cutting and hauling of cordwood, in the building of mine structures, and finally in the building of the town of Phoenix. When he reaches Phoenix camp proper he sees one line of railroad being extended down towards the Steinwinder and Brooklyn, and another off to the Old Ironsides, Knob Hill and the group with which they are associated.

AN INSPIRING SPECTACLE.

As he stands on the hill where these two branch lines come together, he looks off to the west down the mountain side, he sees an inspiring spectacle of thrift and enterprise. Nowhere would he find a more striking and impressive picture of the tremendous changes being wrought in this country by the incoming of capital and the intelligent application of labor. The writer of this saw the same spot a year ago; the change is startling. The thick pine timber has been cleared off much of the Brooklyn, Steinwinder and Phoenix, Victoria, Old Ironsides and other claims; the wood piled in great masses about the compressor buildings, while the Ironsides and Knob Hill people have built a large, well-appointed hotel for the use of their customers. There now well under way a big hoist and building, a bunk-house for 200 men, and have completed and have under way many residences and cottages for their employees. No streets have yet been graded in the town, which is springing up here by the natural force of circumstances, but many buildings are being erected and apparently in good order, and it will be an unusually handsome mining town and one of several thousand population, for as sure as the earth moves here is destined to be one of the greatest mining camps the world has ever seen.

IRONSIDES AND KNOB HILL.

These are the pioneer mines of the camp, and have given it a fame far and near. Associated with them are a number of other claims, and a word of explanation here will be necessary. The entire group consists of the Old Ironsides, Knob Hill, Phoenix, Fourth of July, Victoria, Aetna and Grey Eagle. The Phoenix, Fourth of July, Victoria and Aetna are the property of the Granby Smelting Co. The Old Ironsides is the property of the company of that name. The Knob Hill is owned by the Knob Hill Company, and the Grey Eagle is the property of Jay P. Graves, president of the Ironsides and manager of the Granby smelter, and the Knob Hill company. The stockholders in the Old Ironsides, Knob Hill and in the Granby smelter enterprise are much the same, so that all these undertakings may be classed as one gigantic concern. When one comes to speak of these mines he must be at some loss to know just what to say, for they are not like anything else in the way of mines ever discovered, and it will require years to develop them up to a point so that they can be fully comprehended. To the east of the Ironsides lies the Victoria, and the workings of the Ironsides have entered into the Victoria ground, and some of the finest and largest ore bodies yet opened are within the limits of the Victoria, but for convenience the distinction between the two properties will not be strictly adhered to in what is here written, but the whole is referred to under the name of Ironsides.

Nearly all the development up to date has been on the 200-foot level, though a shaft has been sunk to the depth of 327 feet and a crosscut run a short distance both east and west. The mine has not been opened at all on the 100-foot level, or at least to no considerable extent. On the 200-foot level a great deal of drifting and mining has been done and an immense area of ore opened up. A long drift has been run along the foot wall, where there is as fine a separation as was ever seen and from this have been run 200 feet apart two crosscuts to find the hanging wall but as a matter of fact the hanging wall has not been found though in the longer crosscut a large body of mixed worthless stuff was found. The hundred foot east of the foot wall drift is parallel to it is being run a drift south towards the Knob Hill. The south crosscut from the foot wall drift will soon intersect this when there will be blocked out a piece of ground 200 by 300 feet in extent. A large proportion of this ore is of fair to good grade. In one place there is a chute 60 feet wide which will average over \$30 in gold and copper. From the best data that can be gathered by careful sampling it is believed that in this block there are at least 300,000 tons of pay ore. There is now being blocked out another area of ore on the north side of the main crosscut which will also be 200 by 300 feet in extent. This will be completed in a few months and then there will be a large body of ore in the Ironsides, above the 200-foot level, enough ore to keep a 500-ton smelter running day and night for four years.

HOW ORE WILL BE HANDLED.

Of course it will require extensive facilities for the handling of such unusual masses of ore. No stopping whatever has yet been done in either Ironsides or Knob Hill, yet it is estimated that there are 20,000 tons of shipping ore in the dumps of the two properties already which has been taken out simply in the course of development. This alone will require 1,000 cars of 30 tons each to convey to the smelter. Most of the ore from the Ironsides will be raised by the new hoist being erected over No. 2 shaft. This will do service down to the 500-foot level and will bring up 200 tons a day. Alongside of the shaft house are being constructed ore bins 35 feet high and at their base runs the railroad

track so that the ore will be loaded directly from the bins into the cars. The hoist from the old No. 1 shaft can raise 50 tons a day and 250 tons a day will be taken from the Knob Hill tunnel, making a total of 300 tons a day, which will be enough to keep the Granby smelter here at Grand Forks going until it is enlarged. Of course the expectation is that a much more extensive hoisting machinery will be installed at the Ironsides before a great while. The hoisting plant now being erected is as large as could be taken in on wagons and the mine could not wait for the railroad as it is necessary to have it in condition to produce ore as soon as the smelter is ready. The operation of a mine like the Ironsides will be a great work, and it would be foolish for one to attempt to outline at this time the plans for its future or its possibilities as a producer of wealth. Its possibilities now appear to be beyond ordinary measurement.

AS TO KNOB HILL.

The Knob Hill is just south of the Ironsides and the great ore zone, for it is a mere continuation of the vein, by scores of openings all the way from one to the other. There is a general ascent up towards the Knob Hill, the trend of the ore body being a little east of south. On the surface of the Knob Hill, near the centre of the claim is a sort of hog back or ridge and here the ore comes to the surface in all directions, an open cut has been run across the ore for nearly 200 feet and every pound taken out will run at least 2 per cent. copper and from \$2 to \$3 in gold. The ore is a massive magnetic iron with copper pyrites shot through it, making a peculiar and attractive appearance. No finer surface showing was ever seen on any mining claim.

To the east and south of the Knob Hill lies the Grey Eagle, and a number of open cuts on that claim have exposed precisely the same ore in equally as large bodies. But let us go below and see what is inside the Knob Hill. This property has been developed altogether by tunnels, drifts and crosscuts, except one winze now being sunk and a raise made to the surface for ventilation. A tunnel was started over a year ago to cut the vein on a long diagonal line. This came into solid ore within a few feet of the portal, and although it has been run nearly 800 feet, has been in ore every inch of that distance. It was continued until it struck the east side-line of the Knob Hill, the Grey Eagle being on the other side, and is now being run south along the east side-line at a depth from the surface of about 160 feet. The finest ore ever found in the mine is along this east side-line, which has been run in 75 feet up to last Thursday. The drift is from six to eight feet wide, and it has been run through solid ore of high grade in both gold and copper. Copper speaks for itself and will run from 7 to 10 per cent., while the gold value is about \$25. If the Knob Hill had nothing else than this ore it would have a pretty good guarantee of being a great mine. And this fact, it may be noted, applies with equal force to the Grey Eagle, in which the ore is quite extensive. When the Knob Hill tunnel was in 350 feet a crosscut run off to the east to find the footwall, which was encountered after 200 feet had been run through solid ore. A drift was then run along the footwall for 200 feet, the ore being solid and clean on the inside for the entire distance, and the crosscut then run back through solid ore to the main tunnel, which had in the meantime been extended to that point. This completed the square of 200 feet, every inch of work being done in clear ore of fairly good value.

At a point on the west side a raise was made through 150 feet of ore to the surface. It is reasonable to suppose the whole block is solid ore 150 feet deep, and as it is 200 feet on each of its four sides, it is easy to reach the conclusion that there are here 600,000 tons of ore, all or nearly all, of which appears to be workable. About 250 feet in from the portal of the main tunnel a winze has been started for the purpose of exploring the property at a greater depth, and this was down 20 feet Thursday, with a fine body of copper ore coming in on the east side. This runs well in gold as well as copper, and will rank with the beautiful ore being taken from the main south drift.

CONCLUSION.

The writer cannot close this hastily written and imperfect record of the Ironsides and Knob Hill without expressing his admiration of the plan of development pursued below ground, as well as the arrangement of all the surface appointments of these two great properties. This is due to the practical ability of W. V. Williams, the superintendent. It is doubtful if more thorough mining work has been seen in the country. Mr. Williams has had a fine field for the exercise of his ability, and he has come up to the measure of his opportunity. Grand Forks, the Boundary country, the province of British Columbia and all the Dominion of Canada may feel proud of these mines with their apparently incalculable ore bodies. They will add enormously to the wealth of the district in which they are situated and to that of the whole world. There are other mines in the country than these, many of them of great promise, but these alone would be a guarantee of the employment of thousands of men and the establishment of direct and collateral industries of vast value.

A Colonist reporter called upon Mr. R. E. Brown, of this city, who is largely interested in and acquainted with this particular district, for confirmation of the report. Mr. Brown stated that the description in the report was substantially correct. He said that acquisition of the properties exhibited keen foresight on the part of Mr. Brown and his co-owners, and that it was quite reasonable to pay any too high tribute to the superintendent, as Mr. Williams, in his opinion, was one of the most competent mine managers in the Northwest.

Mr. Brown stated that he was satisfied that the Boundary district had only been opened by its activity, and that he was of opinion that the development of the ore in the Grand Forks Miner were quite justified.

FALL SHOWS.

New Westminster Oct. 3-6
Salmon Arm Oct. 9-10
Kamloops Oct. 11-12-13
Saanich Oct. 20-21

Healthy, happy children make better men and women of us all. A little care and a little planning before birth is often more important than anything that can be done after. On the mother's health and strength depend the life and future of the children. A weak and sickly woman cannot rear strong and healthy children. Most of the weakness of women is utterly incurable. Proper care and proper medical treatment almost any disorder of the female organs. Dr. Pierce's Favorite Prescription has been tested in thirty years of practice. It is a healing, soothing, strengthening. It is perfectly natural in its operation, and it is perfectly natural in its results. By its use thousands of weak women have been made strong and healthy—have been made the mothers of strong and healthy children. Taken during gestation, it makes childbirth easy and almost painless, and insures the well being of both mother and child. Send for a copy of Dr. Pierce's World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1008-page "Common Sense Medical Adviser," profusely illustrated.

Passengers From South.

**Aorangi Brings Small Freight
But a Large Number of
Travellers.**

**Danube Sails for the North—
Oscar and Other Freight-
ters Busy.**

The R. M. S. Aorangi reached Victoria from the South Sea Islands at 6 o'clock last evening, fully a day ahead of her expected time of arrival. She left Sydney, N.S.W., on September 12, and Brisbane three days later. When twelve hours from the latter port the R. M. S. Aorangi was bound south was passed. At Honolulu Capt. J. D. S. Phillips relinquished the command of the Aorangi and remained there to await the arrival of the company's R. M. S. Warrimoo, the command of which steamer he then takes over from Capt. Hay, who will return to Vancouver in time to assume command of the Aorangi before she leaves for the colonies. The Aorangi left Honolulu at 5:10 on the 27th under the command of Captain S. Mortimer, after embarking a large number of passengers. Fine weather with northerly and east northeasterly winds prevailed until the 1st, when the wind changed to southeast and south and fine weather continued to port. At 1 p.m. on Tuesday the steamer Elihu Thompson bound southwest was passed. Cricket and other kinds of sports were played on deck en route and the monotony of the voyage was otherwise broken by concert. The steamer brought a very small freight for Victoria, not exceeding 11 tons and a large number of passengers, the list being as follows:

For Victoria—Mr. and Mrs. Miss Blair, Mr. A. Morrison, Mr. T. May, Dr. Humphries, Mr. and Mrs. C. Jacques, Mr. H. A. Vivian, Mr. G. B. Moore, Mrs. J. Baxter, Mr. Curzon Lisborne, Mr. A. S. Kay, Mr. C. H. Voss, Mr. and Mrs. H. C. Voss, Mr. C. Callie, Mrs. Aiken and family, Mr. H. Sutherland, Mr. R. R. Hollis, Mr. Ben Chow.

For Vancouver—Lord Ellibank, Mr. G. J. Armstrong, Dr. and Mrs. T. O. Guthrie, Miss Guthrie, Master Guthrie, Miss Hay, Mr. E. J. Sutton, Mr. J. R. Armstrong, Mr. T. Turnbull, Mr. A. Asher Smith, Mr. Benson, Mr. L. G. R. Benson, Miss Benson, Miss A. Benson, Mr. J. B. Lundgren, Mr. P. P. Evans, Mr. and Mrs. J. H. Rogers, Mr. F. A. Baldwin, Mr. A. D. Baldwin, Miss C. Wetmore, Mr. B. McBride, Mr. J. Rothwell, Mr. and Mrs. J. R. Holt and son, Mr. W. Puno, Mr. J. Kamawasi, Miss P. Fullerton Smith, Miss O. Fullerton Smith, Miss C. J. Merridith, Mr. P. T. Smith, Mr. L. L. Gage, Mr. C. H. Gibbs, Mr. and Mrs. T. Simpson, Mr. G. Howlett, Mr. D. Diamond, Mr. and Mrs. G. W. Canney, Mr. P. R. Canney, Mrs. J. C. Chamberlain, Mr. T. E. Ivons, Mr. F. Mallett, Mrs. Jackson and family, Mr. T. H. Metcalfe, Mrs. R. Smith.

BUSY FREIGHTERS.

The Oscar Under Numerous Engagements—Coal For German Man-of-War.

Steamer Oscar is on the Fraser River bringing salmon for the British bark River Pithco, now receiving cargo at Steveston. She will remain on the river until Friday evening, when she proceeds to Union for a load of clay and coal for Victoria. After discharging cargo the steamer will load 150 tons of ore from the Mount Sicker mine for Tacoma. On her return from the Sound she will call at Lunenburg Island for 3,000 cases of salmon which with 3,400 cases brought to Victoria last week is in transit to the United Kingdom. The freighter Selkirk is also a busy boat in late days, being now employed carrying coal from Departure Bay for the German man-of-war at Vancouver. The never idle packet of the C. P. N. fleet is at present at Comox receiving coal.

NEWS OF THE WATERFRONT.

Steamer Danube Goes Away With a Light Cargo—The Milling Industry.

The C. P. N. steamer Danube got away yesterday afternoon at 3 o'clock, en route to Skagway. Trade is very light with the North this week and the steamer went away far from being filled, some hydraulic machinery made by the Albion Iron Works for the Atlin country being the only shipment of interest in her cargo. At Vancouver the steamer is to receive a number of cattle.

Tug Hope arrived yesterday from the North with a big boom of logs for the sawmill. This year the mill has been very busy exporting other than what they have exported North, having been kept busy supplying the local trade, which has been better this summer than in many years.

The schooner Norma, which fitted around Victoria for some time, finally sailing for Honolulu with a load of salmon and which was seized by the Hawaiian government for smuggling, was recently sold at Honolulu by order of the mortgagees for \$810.

A loaded ship was reported yesterday afternoon as passing up the Straits. What she is could not be ascertained last evening.

H. M. S. Warspite has returned to Esquimalt from target practice. While at Comox her band gave one or two concerts.

Capt. Geo. Brown, lately of the steamer Togo, has been taken to the Jubilee hospital seriously ill.

The steamer Victorian will arrive this morning at 5 and leave at 8 from the inner wharf.

The Empress of China arrived at Hongkong from Vancouver at 8 a.m. yesterday.

Mr. W. A. Ward, shipping broker, has opened an office in the board of Trade building.

Register as a Voter.—Do not delay any longer. On the fourth page of today's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letter from people who have used them prove this fact. Try them.

THE LOCAL NEWS.

Holly Club Dance.—The first dance of the season given by the newly organized Holly Club was held in Harmony hall last evening. Good music and a merry party made the evening pass too quickly.

Banquet.—The officers and members of Banner Lodge, No. 6, were entertained at a banquet at A. O. U. W. hall last night by the members of the Grand Lodge. The tables were spread in the lodge room and a most convivial time was spent, speeches and songs and merriment aiding in passing the time most pleasantly.

Special Numbers.—In the paragraph appearing yesterday regarding the annual tea meeting of the Centennial Methodist church, omission was made of some splendid numbers on the programme. These were addresses by Rev. W. J. Sippell, of New Westminster, and U. S. Consul Smith and a violin solo by Mr. J. Brooks, of Saanich. Professor Gartner and Mrs. J. T. Deauville were accompanists during the evening.

Got the Nome Fever.—According to the Dawson Sun "Rampus" Peterson, well known here, has got the Cape Nome fever. The Sun says: "Rampus Peterson is the latest victim of the Nome fever and he has it bad; from his actions we would judge that his temperature is standing at about 110. He feels that he has had a special call to Cape Nome and has accordingly sold his Klondike property on this market and if he can clean up quick will strike out for the new camp."

Visiting Jurist. Hon. W. H. Tuck, Chief Justice of the province of New Brunswick, arrived from the East last evening and will spend a few days as a guest of his sister-in-law, Mrs. S. P. Tuck, of Rosedale. From here he will go to Nelson to visit his brother, Sheriff S. P. Tuck, and his sister, Mrs. Freeman-Lake. This is Chief Justice Tuck's second visit to British Columbia, he having been here seven years ago. His Lordship is as hale and hearty as ever, years having dealt lightly with him.

In the Temperance Hall.—Under the management of Mrs. C. M. Norton an excellent musical and literary entertainment was given in the Temperance hall last evening. A large audience was present and the programme contained a number of specialties of particular interest. The Peake sisters, who derive their name from the tall head dress they appear in, contributed largely to the evening's entertainment. The sisters numbered in all some six or seven ladies, including Mrs. Norton, and their humorous selections and choruses were much enjoyed. One of the greatest pleasures of the evening was the reciting of Mr. Bell-Smith. The entertainment was given under the auspices of the Royal Templars of Temperance, who were present in good numbers.

UNDER ONE HEAD.

Organization Perfected by the City Police in Their Handling of the Murder Mystery.

While there have been no startling disclosures during the past forty-eight hours in connection with the fiendish murder of Mrs. Agnes Bing, Victorians have reason to congratulate themselves that every avenue of investigation is now being taken advantage of, with intelligence and systematic direction and a full force of competent men. At the outset the police worked well individually, but thorough organization was wanting. One experienced and keen-witted detective has now been given entire charge of the case, and has so arranged his co-workers that there shall be no information or energy lost or misapplied. He has assigned to the case in its several particulars six of the best men of the police force, and is being cordially assisted by Superintendent Hussey of the provincial police, who has given him the services of Sergeant Langley and Constable Murray. It is quite probable that no further announcements of the progress of the case will be made until the detective have the criminal to present at the bar of justice and a tangible chain of evidence supporting the arrest.

REPORTED SALE.

English Syndicate Said to Have Secured Macaulay's Train.

It has been rumored several times this past summer that Norman Macaulay had sold his White Horse trainroad and each of these rumors has been proved unfounded. The Klondike Sun. Now comes the report on the Joseph Cosslett that the sale of this property has actually taken place and that English capitalists have paid \$41,000 for it. This is hardly probable but is possible. Norman Macaulay, last spring, paid more than this price for the Heburn train alone. Such a sale may seem considerable to this country or little. If the railroad builds through a point below White Horse early next spring, then this trainroad is practically dead property. If not, then this train becoming the property or falling under the control of any one transportation company we will be placed at their mercy, and like the cable in the Five Fingers, be open to the sole and only use of this one monopolistic corporation. The one thing that this country must avoid is a monopoly of any line of business. We have had experiences at the hands of people and companies who controlled the situation completely, and paid dearly for it, and now every man in this territory and our Yukon officials should watch with a jealous eye that this does not happen again.

ON HOTEL REGISTERS.

Islay Mutter of Somenos is at the New England.

Dr. E. Rutherford of Toronto is a guest at the Driard.

Win. Holden and F. Welker of Vancouver are guests at the Victoria.

Mr. and Mrs. Homfray and Miss Downey of Kamloops are at the New England.

A. L. Cameron, H. G. Worden and F. H. Brown of Calgary are at the New England.

Dr. Howard Humphries and Arthur Mirrus, R.N.R., registered from Honolulu at the Driard yesterday.

W. A. Young, manager of the Hamilton Powder Co., Nanaimo, registered at the New England yesterday.

D. McKinnon, the well known mining man of the West Coast, has returned from Vancouver and is at the Victoria.

David Bledie, wife and daughter were among yesterday's tourists arriving on the Aorangi from New Zealand spending a few days in the city.

Norman R. Smith of Fort Selkirk, engineer of the White Pass & Yukon railway, is again visiting Victoria. He leaves for the Sound this morning.

Stoddart's Jewellery Store.

will shortly be removed to premises adjoining Nicholls & Renouf's Hardware Store.

Eight Day Striking Clocks \$3.00

Every Article Reduced to Clearing Sale Prices.

Victoria Building Society.

The 75th drawing for an appropriation in connection with the above society will be held at Sir William Wallace Society Hall, Broad Street, at 8 p.m. on Saturday, the 7th of October, 1899.

See that your shares are in good standing.

By order.
A. St. G. FLINT,
Secretary.

Land Registry Act.

In the matter of the application of the Esquimalt Water Works Company of the City of Victoria, British Columbia, for a Certificate of Indefeasible Title to sections one hundred and thirteen (CXIII), one hundred and fourteen (CXIV), and West part (68 acres) of sections one hundred and fifteen (CXV), one hundred and sixteen (CXVI), Lake District, sections twenty-three (XXIII A), (formerly section thirteen (XIII) Lake District, part (6 acres) of section three (III), range two (II), West; sections one (I), two (II), three (III), four (IV), and five (V), range one (I), West; sections three (III), four (IV), and five (V), of part of sections one (I) and two (II), range 0, West, Highland District, and sections six (VI), one hundred and three (CIII), and part of sections ninety-seven (XCVII), and one hundred and seven (CVII), Esquimalt District.

Notice is hereby given that it is my intention to issue a certificate of Indefeasible Title to the above lands to the Esquimalt Water Works Company on the 6th day of October next, unless in the meantime a valid objection thereto be made to me in writing by some person having an estate or interest therein, or in some part thereof.

S. Y. WOOTTON,
Registrar-General.
Land Registry Office, Victoria, B. C., 4th July, 1899.

Assay Office, 15 Trounce Ave

Gold only, \$1.50; gold and silver, \$2; copper, \$2; gold, silver and copper, \$3. Ten samples or over from one party in a month, 20 per cent. off above prices.

Jas. B. Thomson,
Provincial Certificated Assayer.

W. PELLEW-HARVEY & CO.
Mining Engineers, Assayers,
and Chemists.
15 Broad Street, Victoria, B.C.
Next door Driard Hotel.

MINES and PROSPECTS

Examine and Reported on.
D. R. IRVINE for 12 years officer of H.M. Geological Survey.
Office at Swanton and 6 years mining & assay, Victoria, B.C. experience in B. C.

NOTICE.

Application will be made at the next sitting of the Board of Licensing Commissioners for the City of Victoria for a transfer of the license now held by me to sell spirituous and fermented liquors on the premises known as the White Horse Saloon, 1400 Broadway, Victoria, unto William Bennett Reid.
Witness: JAMES M. BARKER.
J. P. WALLS.

Prepare For Winter

And do it at once by placing your orders for weather strips, repairs, alterations or other carpenter work with
J. P. BURGESS,
10 Broughton Street.

MINERAL ACT, 1896.

(Form F.)
CERTIFICATE OF IMPROVEMENT.

NOTICE.

"Struan" Mineral Claim situate in the Victoria Mining Division of Goldstream District.

Where located:—On Mt. Skirt adjoining the "Lubbe" Mineral Claim.

Take notice, that I, Duncan Stewart, of the City of Victoria, in the Province of British Columbia, Free Miner's Certificate No. 50760A intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvement, for the purpose of obtaining a Crown Grant of the above Claim.

And further take notice that action, under Section 31, must be commenced before the issuance of such Certificate of Improvement.

Dated this 12th day of August, 1899.

DUNCAN STEWART.

ATLIN MINES

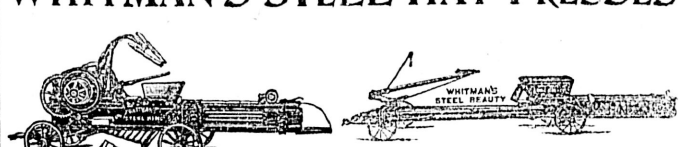
Can be had by applying to
RANT & JONES
Notaries Public, Mining Brokers
and General Agents

ATLIN, B. C.

Agents in Victoria: J. F. FOULKES & CO.

E. G. Prior & Co., Limited L'b'by

DEALERS IN
WHITMAN'S STEEL HAY PRESSES



Farm Engines

Straw and Ensilage Cutters; Root Cutters and Grain Crushers; Vehicles of all Descriptions.

HARDWARE, - IRON - and STEEL MECHANICS' TOOLS.

Write for Catalogue and Prices to E. G. Prior & Co., Ltd., Victoria, B. C.

Ten Acre Blocks For Sale.

IN

Gloverdale Farm Estate.

Only 2 miles from City Hall.

The Cheapest Land in the Market.

FOR

Market Gardens. Orchards.

Poultry Raising.

or for Investments.

APPLY TO... OR TO...
Swinerton & Oddy, Lee & Fraser,
106 GOVERNMENT STREET, TROUNCE AVE.

NOTICE

CHANGE OF CORPORATE NAME.
Notice is hereby given that the Union Colliery Company of British Columbia, Limited Liability, intends to apply to His Honor the Lieutenant-Governor for permission to change its name to that of the "Wellington Colliery Company, Limited Liability."

Dated Victoria, 18th July, 1899.
DAVID, POOLEY & LUXTON,
Solicitors to the Union Colliery Company

NOTICE

Notice is hereby given pursuant to the Trustees and Executors Act and the Creditors Trust Deeds Act, that John B. McKilligan, accountant, and Richard T. Elliott, solicitor, both of Victoria, in the Province of British Columbia, trustees appointed by the order of the Supreme Court of British Columbia, dated the 25th day of October, A.D., 1888, to perform the duties of executors of the last will of Theodore Davis, deceased, late of Victoria aforesaid, Chief Justice of the said province, and administering the estate of the said deceased, have this day filed in the Registry of the Supreme Court of Victoria, British Columbia, a declaration that the estate of the said deceased is insolvent for the payment of the debts and liabilities of the said deceased.

The said declaration was signed by the said John B. McKilligan on the 19th day of August, 1899, and by the said Richard T. Elliott on the 5th day of September, A.D., 1899.

A meeting of the creditors of the said deceased will be held at the office of McKilligan, Wootton & Barnard, Bank of Montreal Chambers, Bastion street, Victoria, on Friday, the 15th day of September, 1899, at 4 o'clock in the afternoon.

Dated at Victoria, B. C., this 11th day of September,

Sightseeing is a thirsty business.
When at the fair at New Westminster come and drink tea at the Blue Ribbon Tea Exhibit--Served free.

Letters to the Editor.

ANGELES FERRY BY-LAW.

Sir: I think it unfair to the citizens that a few members of the city council should undertake to say that they shall not be allowed to express their opinions upon the Port Angeles ferry by-law. I have seen the proposed by-law and know that it is not a matter which ought to be thrown aside without consideration. It provides for daily communication with the railway to Port Angeles by a fast passenger boat and also by a car ferry. It fixes the price of tickets for passengers at 75 cents one way and \$1.25 for the round trip. It provides that if the company fail to give regular service for thirty days in any one year or for fifteen days in any one year or for fifteen days at any one time it shall forfeit the subsidy for the year, while a suspension of ninety days altogether in any year brings the whole contract with the city to an end. Not a dollar is payable to the company until the ferry service has been in operation for a year.

Some may ask what particular reason there is why Victoria should have such a connection with Port Angeles, and I freely admit that, if this is all there was to it, the by-law would hardly be worth thinking about and I for one would oppose its passage, but the by-law contains a condition that the Port Angeles Eastern railway must establish and maintain connection with one of the transcontinental lines at Olympia and shall give Victoria terminal rates, which I understand to mean that we will have precisely the same freight charges, and certainly no more, and precisely the same passenger rates to Victoria as Seattle or Tacoma get on what is ordinarily called through business. The company also engages that there shall be no wharfage charges on freight brought on the cars. It seems to me that the people of Victoria should be given the opportunity of saying whether they wish to enter into such an arrangement with the company.

I am very much in favor of having the best possible connections with the Mainland, and while I do not claim that this is the only connection that we need or can obtain, I think it is a very important one, and it seems to be the only one that is now within our reach. The company only ask next year in which to carry out their undertaking. If we adopt

this by-law, by this time next year we will have one Mainland connection and the cars of one transcontinental line coming into the city. By that time another project to provide us with connection with the Mainland of British Columbia may be matured and if so, I for one will do what I can to promote it, for I fully believe what you said yesterday in the Colonist, that if we can get good connections, the money cost is a secondary consideration within reasonable limits.

I do not wish to take up your space with an argument to show the benefit to Victoria of better connection with the United States railway system. I suppose that every one admitted this. Most of the opposition has been due to the fact that people took very little stock in the idea of a railway to Port Angeles under any circumstances, and believed that if one was built it would never be anything more than a local line. But the by-law which is before the city council meets this objection, because under it the city will not have to pay a dollar if regular connection is not established and maintained with a transcontinental line and Victoria is not put upon precisely the same footing as regards freight and passenger rates as Seattle and Tacoma. Surely this is worth looking into.

W. H. BONE.

STEAMBOAT CONNECTION.

Sir: Victoria's wretched and inefficient transportation service with the Sound has seriously menaced the city's material welfare. The magnitude of this evil will be better understood when the extent of the loss to Victoria in the greatly decreased volume in tourist travel has been demonstrated. It has been estimated that the tourist travel to the Northwest during the present year has enormously exceeded that of any former year; in fact, reliable authorities maintain that this class of travel to the Sound is fully double that of any former season, and it has been ascertained, with a close approximation to certainty, that these visitors have expended a million dollars, which have been disbursed in the legitimate avenues of trade. It is variously estimated that from 12,000 to 15,000 visitors have come to the Sound this year. The fact was conspicuous that the pilgrimage of pleasure and health seekers represented a greater number of distinguished visitors than has ever before visited the Northwest in a season, which possibly suggests the

growing popularity of this favored region with this class of travellers.

It is a lamentable fact that there has been an alarming decrease in this class of travel to Victoria, and it does not require any critical or searching investigation to discover the reason. No city in the Pacific Northwest can boast of superior accommodation, as the traveling public, which is an accepted authority, has long since passed judgment on the uniformly high standard of excellence of the cuisine and appointments of the Victoria hotels. So the evil will not be discovered here. The city has unrivalled scenic attractions. Visitors from every country with one accord proclaim the irresistible charm and fascination of the picturesque surroundings and the delightful picture presented in the residential portion of the city. No responsibility can attach here. When the question is brought to the attention of the business man, however, he unhesitatingly declares that Victoria's utterly inefficient transportation service with the Sound has been solely responsible for the enormous decrease in tourist travel during the present season. Indeed, the truth of this is apparent to any observant person. As an instance which presents the truth of this in a most convincing manner, the 24th of May will most admirably serve. That occasion is a great attraction to the people of the Sound, and when Victoria had a more efficient transportation service, more efficient than that from there attended these festivities. But this year's celebration was to a large extent a failure from the visitors' standpoint, for the reason that the inefficient service on that route precluded a large attendance. With an adequate service no one will doubt that 5,000 visitors from the Sound would have attended this interesting demonstration.

Victoria occupies a unique position to command the enormously increasing travel to the Northwest of the two great English-speaking nations. The opportunity has been presented to fully embrace the possibilities of this comprehensive scheme. Within a decade the population of the Northwest and of Alaska will be hundreds of thousands. Our trade with the North, already assuming large proportions, will have immeasurably increased in value. Time, which has always been the decisive factor in controlling and regulating transportation, is already becoming one of the most important considerations in the development of an efficient service with Alaska. The play on the checker-board is to secure the most direct Northern route with the least percentage of water transportation. An examination of the map will demonstrate to any unprejudiced student of the subject that route which most fully and incomparably meets these exacting requirements must be established in a direct line from Olympia via Port Angeles to Victoria and along Vancouver Island to the most advantageous Northern point. Competent civil engineers assure us that this eminently feasible route possesses the two essential requirements of economical construction and of being the shortest possible to obtain with Alaska. This is a question worthy of the most thoughtful consideration of every progressive citizen of Victoria.

Victoria is at the parting of the ways. I have implicit confidence in the ultimate will of the people to choose the course that leads to greater public usefulness. As architects of their fortunes they must carve out their own destiny.

We certainly should not become supinely indulgent of conditions that threaten commercial decay. As the Toronto Globe so aptly expresses it, this is indeed "the growing time." With an ancestry renowned for brilliant commercial achievements and an unequalled field of opportunity before him, the young man assuredly has a grand sphere of activity for the utilization of his best talents. I desire once more to emphasize that Victoria occupies a strategic position to control all of these sources of trade, if it secures a direct transcontinental railway connection, and in view of this I am convinced that the Victoria ferry connection with the Port Angeles Eastern railway presents the solution of the serious transportation problem confronting us.

RAILWAYS.

Sir: It will no doubt interest your readers at the present time possibly more than at any other period in the controversy that is going on in re ferry connection to place before the public a table of distances showing the relative positions of the various routes. A person travelling will reach as far east by the Victoria-Port Angeles railroad in six hours as by the C. P. R. road in seven hours. As an example:—A is travelling East from Victoria, via Vancouver.

Distance to Vancouver, 80 miles.	Time
45 miles on C.P.R. east of that city finds one in about a direct line due north of Puyallup Junction (east of Tacoma), time	7 1/2

Total	Time
Now for the Port Angeles route—To Port Angeles (48 miles) by rail to Puyallup Junction	5 1/2
Total	6 1/2

Gain in favor of Port Angeles route one hour and only 18 miles of water travel.

Now we will try it the other way, via Seattle:—

80 miles by water at 14 miles an hour	Time
By rail to Puyallup Junction, one hour	5 1/2
Total	6 1/2

The steamer speed is based on present steamers employed and the Angeles route is on speed guarantee in by-law before council.

It will be observed that in point of time the Victoria-Angeles route more than holds its own with the others.

R. T. WILLIAMS.

RAILWAY SCHEMES VARIOUS.

Sir: I am firmly convinced that the citizens of Victoria, Nanaimo and other parts of Vancouver Island should not lose sight of the possibility of the construction of the British Pacific Railway as part of the line now under construction by Messrs. McKenzie and Mann, and should reserve all their energy and financial aid for that railway, which is likely to do Vancouver Island the greatest amount of good—opening direct communication between Great Britain and Victoria, as well as with the centres of population and manufactures of Quebec and Ontario; opening also to settlement a good

tract of country from Seymour Narrows to Nanaimo, with the Western terminus at Victoria.

In saying this much I am not antagonistic to the Saanich-Point Roberts scheme; on the contrary I consider it a good and possible one—if the financial part, on which the plan rests—can be provided.

Anxious as we may be to have connection of this kind, it would be highly imprudent to place the city under an additional load of debt, which would retard works of absolute necessity, and overburden the taxpayers.

In the event of the construction of the British Pacific not being proceeded with in a reasonable time, and the Saanich-Point Roberts scheme being viewed with favor, the only way I can see for the accomplishment of the plan is by some capable company taking it in hand for the sake of the commerce to follow, and with possible provincial and municipal concessions.

With regard to the Port Angeles scheme, we all favor it, and should the road be constructed as proposed, Victoria is certain to have connection with it without such an excessive bonus as is now asked for.

I give the gentlemen who are arguing on these two plans full credit for being in earnest in their desire to promote the progress of Victoria, yet they must admit that the city will only bear a certain amount of taxation, and many think the limit has been reached, and that the present liabilities should not be added to.

In seeking to remedy one evil, we may create another. Without any hostility to these subjects, they will bear fair criticism, and should receive it, and not be allowed to pass in mute indifference by our citizens, many of whom are qualified to judge wisely, free from the bias of self-interest.

W. J. MACDONALD.

Victoria, Oct. 4.

As no true work since the world began was ever wasted, so no true life since the world began has ever failed.—Emerson.

FIRE ALARM SYSTEM.

- 3-Birdsedge Walk and Superior street
- 4-James Bay
- 4-Carr and Simcoe streets, James Bay
- 5-Michigan and Menzies streets, James Bay
- 6-Menzies and Niagara streets, James Bay
- 7-Montreal and Kingston streets, James Bay
- 8-Montreal and Simcoe streets, James Bay
- 9-Dallas Road and Simcoe street, James Bay
- 14-Vancouver and Burdette avenue
- 15-Douglas and Humboldt streets
- 16-Humboldt and Rupert streets
- 23-Port and Government streets
- 24-Yates and Wharf streets
- 25-Johnson and Government streets
- 26-Douglas street, between Port and View streets
- 27-No. 1 Fire Hall, Pandora street
- 31-Vancouver and Blanchard streets
- 32-Port and Quadra streets
- 34-Yates and Cook streets
- 35-Yates and Fernwood streets
- 36-Junction Oak Bay and Cadboro roads
- 37-Cadboro and Richmond roads
- 41-Quadra and Pandora streets
- 42-Chatham and Blanchard streets
- 43-Caledonia and Cook streets
- 45-Spring Ridge
- 51-Douglas and Discovery streets
- 52-Government and Princess streets
- 53-Kings road and Second street
- 54-Fountain, Douglas street and Hillside avenue
- 59-Oaklands Fire Hall
- 61-Cormorant and Store streets
- 62-Discovery and Store streets
- 63-John and Bridge streets
- 64-Catherine street, Victoria West
- 65-Springfield avenue and Esquimalt road
- 71-Douglas street and Burnside road

Bank of British Columbia

(Incorporated by Royal Charter, 1862.)
CAPITAL (with power to increase) £600,000 \$2,020,000
RESERVE £100,000 488,668
HEAD OFFICE, 60 LOMBARD STREET, LONDON, ENGLAND.

BRANCHES:

IN BRITISH COLUMBIA—Victoria, IN THE UNITED STATES—San Francisco, New Westminster, Nanaimo, Kamloops, Nelson, Sandon, Francisco and Portland, Rossland.

Agents and Correspondents. IN CANADA—Canadian Bank of Commerce, Merchants' Bank of Canada, The Molsons Bank, Imperial Bank of Canada, Bank of Nova Scotia and Union Bank of Canada. IN UNITED STATES—Canadian Bank of Commerce (Agency), New York; Bank of Nova Scotia, Chicago. IN AUSTRALIA AND NEW ZEALAND—Bank of Australasia. IN HONOLULU—Bishop & Co.

Yukon and Atlin Gold Fields

Drafts, Letters of Credit, etc. Issued direct on Dawson City Atlin City and S. & C.

Savings Bank Department

Deposits received from \$1 and upwards, and interest allowed thereon. Gold dust purchased, and every description of banking business transacted. Victoria, B. C. November, 1898. GEO. GILLESPIE, Manager.



Wedding Bells!

We would ring out the FACT that a finer line of

Wedding Gifts

cannot be seen in the city than is displayed at

WEILER BROS.

Fine Furniture Fine Cut Glass Fine China
Fine Table Lamps Fine Brass Goods

and some beautiful specimens in

"Bronzed Statuary."

THOMAS EARLE

WHOLESALE GROCER
and IMPORTER.

92, 94 and 97 Wharf Street,
VICTORIA, B.C.

Goods suitably packed for transportation by Sleighs or otherwise. Requisite Custom House Papers prepared free of charge.

Klondike and Miners' Outfits.

The Great Leader Still Out of Sight

IMPORTS OF CHAMPAGNE INTO THE UNITED STATES

By the sole agents of the Various Brands
FROM JANUARY 1. TO SEPT. 1, 1899

CASES

G. H. Mumm & Co.'s Extra Dry...	69,859
Moet & Chandon.....	19,128
Pommery.....	18,614
Heidsieck & Co.....	8,106
Piper Heidsieck.....	6,500
Louis Roederer.....	6,058
Vve. Chiquet.....	5,745
Ruinart, Pere & Fils.....	4,901
Perrier-Jouet.....	3,110
Delbeck & Co.....	3,369
Ernest Irroy & Co.....	1,200
A. DeMontebello & Co.....	1,126
Bouche, Fils & Co.....	1,097
St. Marceaux.....	840
Theophile Roederer.....	690
Various brands (15 or more)....	11,309

Total.....159,742

Compiled from Custom House records. The above figures do not include the large imports into British Columbia by Pither & Leiser, which are direct from Reims.

G. H. MUMM & CO.'S "EXTRA DRY" HAMPAGNE.

Royal warrants have been granted to Messrs. G. H. MUMM & CO. as purveyors to
Her Majesty the Queen of England.
His Royal Highness the Prince of Wales.
His Majesty the German Emperor.
His Majesty the Emperor of Austria.
His Majesty the King of the Belgians.
His Majesty the King of Denmark.
His Majesty the King of Sweden and Norway.

PHENOMENAL SHOWING

G. H. MUMM & CO.'S EXTRA DRY
Figures Tell the Tale —

According to custom house statistics, the importation of G. H. MUMM & CO.'S EXTRA DRY in 1898 aggregated \$6,855 cases, over one-third of the total, or 52,649 cases more than of any other brand.

Messrs. G. H. MUMM & CO. have made it a rule to buy very largely of fine vintages in order to tide over poorer ones, which accounts for the uniformity and excellence of their justly celebrated EXTRA DRY, and carrying always an immense stock, they are thus enabled to supply all demands, however large while maintaining the same high character and quality of their wine.

Only the first pressings of the best grapes from the choicest vineyards in the Champagne District are used by G. H. MUMM & CO. in the composition of their cures, and no other champagne, no matter what the price, can excel in quality.

It is owing to the great skill and knowledge in composing the cures, combining quality, purity and natural dryness with the smallest percentage of alcohol, that G. H. MUMM & CO. have gained for their EXTRA DRY such a wonderful appreciation and demand over all other brands.

PITHER & LEISER, Sole Wholesale Agents for British Columbia

Yates Street, Victoria, B. C.

DR. PRICE'S CREAM BAKING POWDER

Made from Grape Cream of Tartar, and Absolutely Pure

Highest award, Chicago World's Fair.
Highest tests by U. S. Gov't Chemists.

PRICE BAKING POWDER CO.,
CHICAGO.

Imitation baking powders are mostly made from alum. They may cost less per pound, but their use is at the cost of health.

THE WEATHER.

Meteorological Office,
Victoria, Oct. 4-8 p. m.
WEATHER SYNOPSIS.

A very decided fall of the barometer has succeeded the high area which yesterday covered this province, and which now over the Idaho and the eastern portions of Washington and Oregon. This high has for some days been the controlling factor of the present fine weather, and on its movements will depend the change to showery conditions of which already there are some indications. The temperature has ranged from 92 deg. at Red Bluff, Cal., to 24 deg. at Winnipeg, and the weather has been almost entirely clear from British Columbia to the Great Lakes.

TEMPERATURES.

	Min.	Max.
Victoria.....	50	72
New Westminster.....	44	72
Kamloops.....	40	70
Barkerville.....	46	68
Calgary.....	44	76
Winnipeg.....	26	64
Portland, Ore.....	60	76
San Francisco, Cal.....	58	84

FORECASTS.

For 24 hours from 5 a.m. (Pacific time)—
Thursday:
Victoria and Vicinity—Light winds, chiefly from south and southeast; fair and warm Thursday.

Lower Mainland—Light winds; fair and warm Thursday.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

WEDNESDAY, Oct. 4.

Deg.	Deg.
5 a.m.....51	Mean.....60
9 a.m.....65	High.....72
5 p.m.....61	Lowest.....50

The velocity and direction of the wind were as follows:
5 a.m.....5 miles north.
Noon.....11 miles north.
5 p.m.....Calm.

Average State of Weather—Clear.
Sunshine—10 hours 12 minutes.
Barometer at noon—Observed.....30.038
Corrected.....30.017

PASSENGERS.

By steamer Islander from Vancouver:	
N. Ralph.	Mrs. Atkin.
Miss Newton.	L. Curtis.
Mrs. Dickenson.	W. G. McKenzie.
E. E. Redfern.	R. Elder.
J. D. Clarke.	M. Wolfe.
Mrs. S. P. Moody.	A. Green.
E. V. Redwood.	M. A. Hunter.
E. E. Walsh.	A. Wheeler.
Sen. Templeman.	J. G. Tharks.
S. P. Moody.	Rev. D. Macneil.
Hon. David Mills.	A. M. Johnston.
R. Collier.	Rev. Quilen.
J. E. Nelson.	C. Lowenburg.
H. M. Rittor.	C. G. Giff.
H. Hodson.	Master Lyne.
Miss Higgins.	W. H. Reed.
I. Cartwright.	E. C. A. Bandry.
A. Peebles.	Rev. R. S. Goudron.
A. A. Davidson.	Mrs. Finlayson.
Miss Lang.	F. H. Harrison.
Mrs. Clarke.	L. Jones.
Miss Jones.	E. Ensey.
E. W. Turner.	Miss A. Glass.
A. S. Innes.	II. expositions.
E. Maidment.	Mrs. O. Harvey.
G. G. Langham.	Mrs. Blower.
F. Walker.	Mrs. Aylmer.
A. J. Cameron.	C. Holden.
H. S. Warden.	W. Powell.
David Mills, Jr.	R. Lane.
Mrs. Marboff.	E. F. Leonard.
Mrs. Lyne.	W. Munster.
W. Brealy.	Mrs. Atkin.
	Lawes.

By steamer Victorian from the Sound:

A. Parker.	A. E. Laurier.
T. C. Parker.	H. Amerson.
Dr. Milne.	C. F. Russell.
Dr. Robinson.	R. Kirkpatrick.
Dr. Laughton.	Dr. Jones.
Mrs. W. N. Daughtry.	Raymond.
W. R. Smith.	E. Colley.
W. N. Daughtry.	F. Dickson.
Mrs. Hayes and maid.	Mrs. Ross.
Mrs. Bennett.	Mrs. Ross.
W. Armstrong.	Lawrence.
J. M. Cogart.	Mrs. Cherry.
S. Macy.	Mrs. Calhoun.
F. Thompson.	L. Morrison.
H. E. Morton.	L. Hooper.
E. Baxter.	J. Stockwell.
Mrs. N. Baxter.	J. Frezon.
H. E. Gillis.	Mrs. J. Frezon.
Mrs. Williams.	N. Byrnell.
C. Cuthbert.	C. Worsman.
J. Gould.	M. Ivanson.
John F. Crawley.	C. Esterback.
Mrs. Culver.	Mrs. Patterson.

Register as a Voter.—Do not delay any longer. On the fourth page of to-day's paper you will find a list of the places where you can have the necessary application made out for you. If it is not convenient for you to leave your place of business, send word to the Colonist and we will see that you are registered.

When children have a cold and are feverish and ill
Garfield Fig Syrup
Always helps and usually cures
4½¢ bottle 25¢. All druggists.

been made on that occasion, but a memorandum in the registrar's book was to the effect that the trial was adjourned, to come before the Chief Justice at the next or at a special assize, this being by the order of Mr. Justice Martin.

Mr. Langley, who appeared as counsel for the defence with Mr. Davis at the original trial, had now notified the prosecution that in his opinion the case does not come on at this assize, and that in any event it must be brought on before the Chief Justice, who had been expected originally to preside at this assize.

If this was to be interpreted as the meaning of the order, it certainly was a most extraordinary one. He felt that the Chief Justice would not be flattered at this persistent attempt of the defendants to pin him to the case; while as for the suggestion of a special assize at the cost of the country for the sole purpose of enabling this defendant to select his judge—it was too outrageous a proposition to be entertained for a moment.

He thought that the interpretation of the order was a matter properly to be brought before the court.

His Lordship agreed that the order referred to was certainly very peculiar, and observed that his brother, Mr. Justice Martin, must have had reason not appearing for the making of the order in the particular language employed. He would make no comment upon the order, but would consent with Mr. Justice Martin as to the matter.

Of course, it was not to be entertained for a moment that the alleged partiality of the defendant for a trial before the Chief Justice could in any way benefit his case—the Chief Justice being high above suspicion of the slightest variation from the line of duty—but the introduction of the principle suggested would be most pernicious, as enabling any suitor to select his own judge.

REGINA V. UNION COLLIERY CO.

The indictment in Regina v. Union Colliery Co. was then taken up. Deputy Attorney-General McLean appearing for the crown, and the defendant corporation being represented by Mr. C. E. Pooley and Mr. L. P. Duff. The indictment, as stated above, is framed under a new section (213) of the code, which reads as follows:

"213. Everyone who has in his charge or under his control anything whatever, whether animate or inanimate, or who erects, makes, or maintains anything whatever which in the absence of precaution or care may endanger human life, is under a legal duty to take reasonable precautions against and use reasonable care to avoid such danger, and is criminally responsible for the consequences of omitting, without lawful excuse, to perform such duty.

In presenting this indictment, the Deputy Attorney-General very briefly outlined the position of the crown. It was alleged that the defendant company had constructed a railway about ten miles in length from their mines to Union Bay, the shipping point. This railway crossed the Trent river by means of a bridge of the Howe truss principle, which giving way under the weight of a loaded train permitted it to fall, with the wounding of several of those who had been passengers, and the death of the three persons named in the indictment. The present purpose of the crown was to establish that this accident, attended even by loss of human life, was due to the rottenness of the bridge to the negligence of the defendant corporation.

Before being asked to plead, counsel for the defence challenged the ability of the Attorney-General to present such an indictment. Mr. Duff in this regard inquired, "was there any specific instruction from the Attorney-General for the presentation of this indictment?"

The Deputy Attorney-General replied affirmatively.

The next point raised by Mr. Duff was as to the validity of the indictment itself. The section of the code under which it had been laid declared that certain circumstances created a certain duty, and that a person neglecting this constituted obligation might be held criminally responsible for the consequences entailed. It would thus be seen that the only criminal responsibility was the responsibility for consequences. Apart from the consequences arising there could be no criminal responsibility whatever, and the section charged as "each Mr. Justice Tasscheran—be regarded merely as a defining section, to be taken in the present instance in conjunction with the section of the code defining culpable homicide. In this case, however, the defendants were charged with being guilty of neglect, and then the statement made that the consequence of this neglect was the killing of certain persons, a charge somewhat novel in the law. On its face, it was an absurdity to charge a corporation with a crime of this nature. The point was indeed so absurd as scarcely to require argument. Again, the last paragraph of the indictment he held to be most ambiguous, as to whether the deaths in question had been caused by the running of the train to a positive act, or through the alleged neglect of the bridge. It did not assert that the deaths had been caused by the specific neglect complained of—for all that the individual showed, there might be no connection.

It was held by the court that in this respect the indictment was sufficiently definite. It asserted that the accident had occurred through the neglect of the Howe truss bridge, this rottenness being a necessary sequence of neglect in maintenance.

Next it was held by counsel for the defence that the particulars of the alleged neglect should have been set forth—that the charge was altogether too vague and general. This was practically a charge of manslaughter brought against a corporation—a charge of a crime impossible of commission by a corporation.

The Deputy Attorney-General agreed that this was the practical effect of the proposition contained in the indictment, and contended that under the code, the company was liable for this particular species of manslaughter and the attendant penalties.

"But how may a corporation be punished on a conviction for manslaughter?" asked the court.

Deputy Attorney-General McLean held that the code provided a method of punishment in sections 635 to 639, more particularly the latter section. As a corporation could not be imprisoned, a fine was the only recourse.

In reply to the Deputy Attorney-General, Mr. Duff contended that manslaughter being liable to punishment by life imprisonment, the option of a fine being allowed only when the maximum punishment is imprisonment for five years or less. He denied the applicability of section 639 in the present instance.

After further argument the court ruled that as section 213 creates a new offence, in the absence of other and more definite penalty provision, the ordinary penalties against corporations must be held to apply. The ruling was therefore for the crown.

The defence declined to plead, and the

entering of the plea by the court was thereby necessitated.

The trial of the case was then ordered to proceed at 2:30 p.m.

On the return of the grand jury with true bills in both cases submitted to them for examination, the Lordship accepted their report and informed the foreman that there was nothing further for the jury. It was their right, however, to visit the various public institutions and make presentment with regard to their condition or upon other matters of public concern, if it seemed wise for them to do so. A terrible crime had within the past few days horrified the community, and it might be possible that the jury would care to suggest wherein the safeguarding of the public might better be conserved—not that he meant to reflect in the slightest degree upon the conduct of police affairs.

In reply Mr. Hirschel-Cohen, foreman of the grand jury, informed the court that the matters referred to had already been discussed during the retirement of the jury. It had been deemed best, however, to offer no suggestions—having in view the scant consideration accorded to the presentments of former grand juries in matters of public welfare and concern. If, however, it was held to be a duty of the grand jury to make such presentment, they were quite ready to comply with the instruction of the court.

His Lordship replied that the matter was one wholly within the discretion of the jury, and there being no further necessity for their attendance, the members of the grand jury were sent for from further duty—to be sent for if again required during the present term of court.

AFTERNOON SESSION.

On the re-assembling of the court in the afternoon, amid confusion seldom seen in a Victoria court, caused on this occasion by the bringing in of the broken timbers of the Trent river bridge, Mr. Justice Walkem read the notes of Mr. Justice Martin made at the spring assizes.

The notes were to the effect that Mr. Davey's application for adjournment having been allowed, it was suggested that if Mr. Turner returned within a reasonable time a special assize would be held, but otherwise it would go over to the regular assize. It was assumed that having already been seen by the Chief Justice, it would not come before him, but it was not suggested that he should be vested with sole jurisdiction.

Having read the notes Mr. Justice Walkem said it was plain that the case would come on at the present assizes unless some arrangement was arrived at.

Mr. Langley again held that the agreement was that the case would come before the Chief Justice. He had seen the attorney-general and he had said that a special assize would be held so that the case could come before the Chief Justice.

Mr. Justice Walkem repeated that according to Mr. Justice Martin's notes, which must be accepted, there was no such agreement.

This point having been settled Mr. Cassidy asked Mr. Langley if he would make the same admissions that he made at the previous trial as to the publication of the libel, etc. He was prepared to go on at any moment, but would like to know as if the admissions were not made he would have to send to Vancouver for certain witnesses.

Mr. Langley said he would make no admissions until he had consulted with the senior counsel, Mr. Davies.

TRENT RIVER BRIDGE.

The case of Regina v. the Union Colliery Company, criminal negligence, was again taken up and the work of selecting a jury proceeded with. The crown having taken advantage of the privilege to reject six jurymen and the defence having challenged five, the following were sworn: George Tite (foreman), W. Hazzard, George N. Gowen, Samuel L. Hester, James Reddy, G. S. Sinclair, John Pastley Jones, Thomas J. Dearberg, James Keene, Chas. A. Goodwin, George Keown and Robert Harris.

The indictment, charging the company with criminal negligence, was then read and no plea being made the judge ordered one of not guilty to be filed. The defence admitted that the Union Colliery Company was an incorporated company, that the bridge built and maintained the railway and bridge mentioned; that the bridge had been built in 1888 and had not been replaced except by repairs.

Deputy Attorney-General McLean in his opening address explained that a corporation was a fictitious party to whom great powers were given. In this case the corporation known as the Union Colliery Company had been given power to mine for coal and build a railway to the seaboard to ship their coal. It was said that a corporation had no soul to suffer and no body to be kicked, but they had a purse. When they did anything wrong they should be punished as well as an individual. He then described the Howe truss bridge, which had been built about ten years ago which had collapsed a year ago while a coal train was passing over it. With the exception of one, all those killed were riding on the locomotive. But on some occasions a passenger car was attached to the coal train.

Mr. Pooley corrected Mr. McLean, a passenger car was never attached to a coal train, according to his information. Mr. McLean stated corrected. However, a passenger train passed over the bridge twice a week. The question for the jury to decide was whether the bridge was rotten. A number of witnesses would be called including two men who were at work under the bridge. He would also call a man who was on the tender and the engineer, who had examined the bridge.

The first witness was Enoch Walker, a laborer of Union, who told of the existence of the railway from the mines to Union, the Trent river bridge and trestles. On the day of the accident he was working in the Trent river removing a breakwater. He was doing nothing to weaken the foundation of the bridge, the breakwater being a foot away from the bridge and composed of rocks and dirt. The work was done during the day previous. As the train came along he moved from under the bridge, fearing that coal would fall through. The train came along slowly and as the locomotive reached the centre of the Howe truss bridge the span parted. The train dropped straight down. He ran down the river and upon returning found the engine in the bed of the river and the cars on the bank. He saw Hugh Grant, Miss Grieves and Miss Horne taken out of the wreck. They were alive but Miss Horne died that night. Later Richard Nightingale and two Japs were taken out. They were both dead. The train commenced to drop slowly, but gained speed. The engine was backing down from the mines. The train was running slowly and smoothly until it commenced to fall. To Mr. Pooley, I was a brother of the engineer and used to have my hand to him as he passed. I was 40 feet below the bridge when the train fell. The bridge was 95 feet high. The engine, tender and three cars, he guessed, were on the span. I saw the engine there. I am very

short-sighted and cannot distinguish the jurymen in the box. I could see the engine on the span. As soon as I heard the crash I ran down the river and therefore only saw the train start to fall. I do not recollect stating the night after the accident that I heard steam put on as the train approached the bridge.

Mr. McLean having commenced to examine the witness on an entirely new question, Mr. Pooley objected. He had often heard His Lordship object to evidence being taken piecemeal. The crown should not do this.

His Lordship said it was rather confusing, but it might occur on the other side as well.

In answer to Mr. McLean the witness said: I looked at the timbers after the accident and picked up a piece of wood like the piece produced. I gave it to the court at Union, but do not know what was done with it.

The witness having repeatedly been asked to speak up and not complying with the request, Mr. Justice Martin finally told him to take his hand off his mouth.

This brought the sharp reply: "My hand isn't on my mouth."

The witness was warned against impertinence and threatened with imprisonment for contempt.

Continuing his evidence the witness said the piece of wood he picked up was rotten.

To Mr. Pooley—I picked the piece of wood off a stringer close to where I was working. It was not from a rotten pile, but from a stringer of the bridge.

William Bell, who was working with the last witness at the time of the accident, was the next witness. They were about to tear down a breakwater for the purpose, he believed, of building a new bridge. The logs in the breakwater were naturally rotten, but that would not interfere with the bridge. He could walk nearly as fast as the train was running. It had no trouble on the trestle. He did not see, but thought that there were four cars on the Howe truss bridge.

Mr. McLean wanted the witness to give his opinion of the cause of the accident, but Mr. Duff, who appeared with Mr. Pooley for the defence, objected, and the objection was sustained.

Before the accident, witness continued, none of the cars had left the track. He examined the timbers and found that they were rotten, some crumbling up like flour.

A number of photographs of the bridge and the wreck were produced and identified by the witness.

Witness, continuing, said passengers were carried on the line, a passenger car being attached to the train, he believed on Wednesdays.

To Mr. Pooley—I merely guessed that there were four cars on the bridge.

Hugh Grant, the fireman who escaped from the accident, was next called. He had been on engine No. 4 from the time it arrived in May until the accident in August, 1898. No. 4 was a heavier engine than had been previously used.

On the morning of the accident there were twenty coal cars and a lumber car in the train. There were eight persons on the locomotive and two on the cars. Wednesdays and Fridays a passenger car was attached to the train. It was standing on the tender as they approached the bridge on the morning of the accident. He could see the track ahead and there was no unusual jolting. The train was not running as fast as usual and had not gone off the track when the bridge gave way. Engineer Walker had been on the line since the mine started, and was an experienced engineer. Six were killed in the accident and one died afterwards.

The witness was not cross-examined. Matthew Piercey, a brickmaker, who was on the ill-fated train, being on the coal car, gave similar evidence to that given by the last witness. He noticed nothing unusual until he saw the engine going through the bridge, when he jumped off.

To Mr. Pooley—In my opinion the train was running six or seven miles an hour. I did not hear any crash or feel any unusual jolting.

His Lordship, Union, gave formal evidence as to the death of the victims of the accident, after which the court adjourned until 10 this morning.

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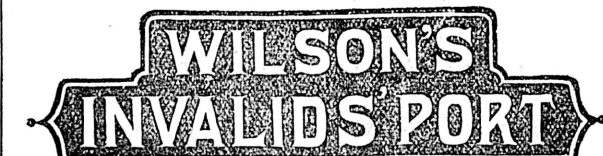
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